HOW L&N BUILDS A HURRICANE-PROOF BRIDGE . . . . . p. 16

APRIL 10, 1967

RAILWAY AGE

THE TRANSPORTATION WEEKLY

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A NEW WAY TO SPRAY ON TUNNEL LINING

p. 12

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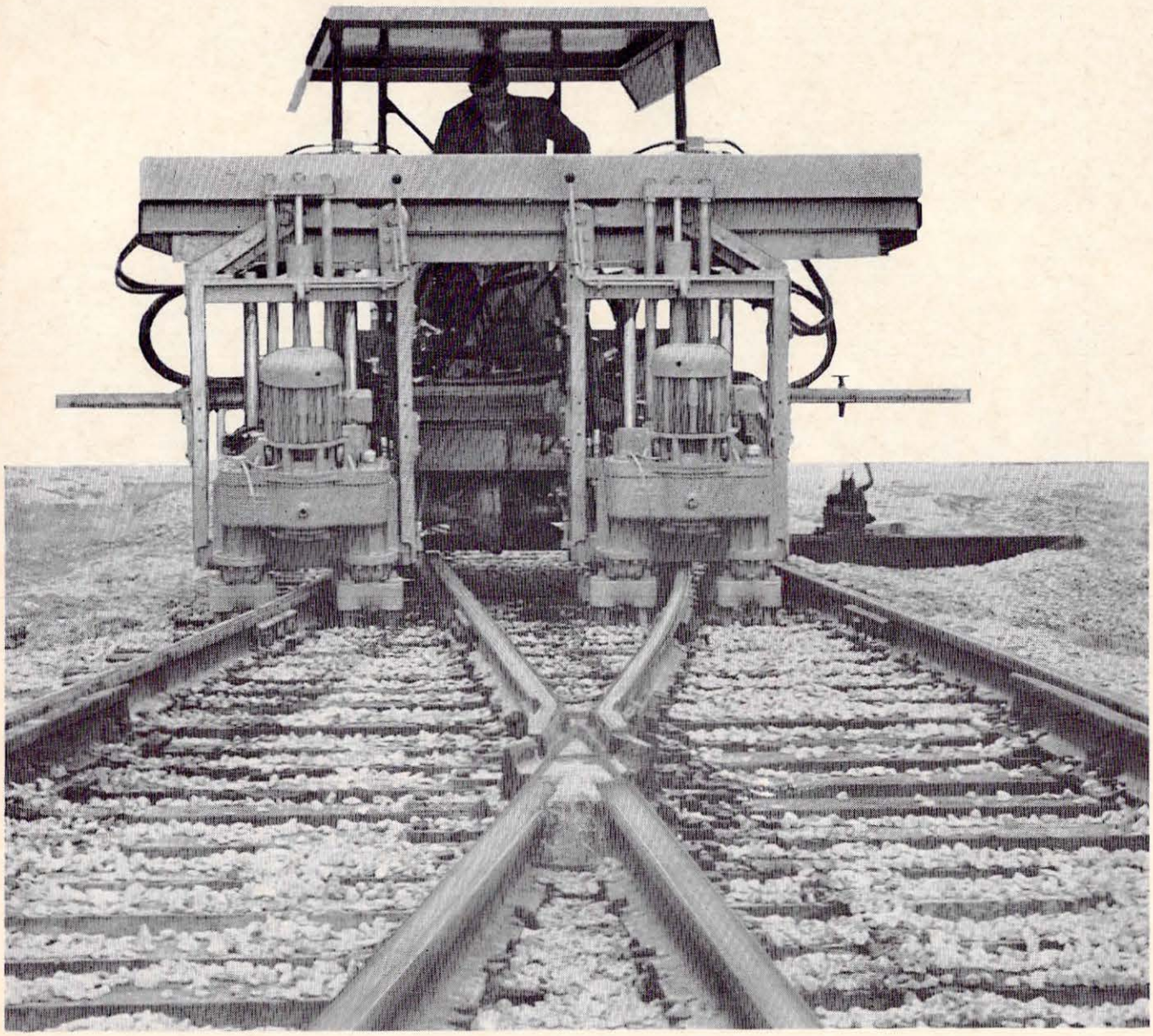

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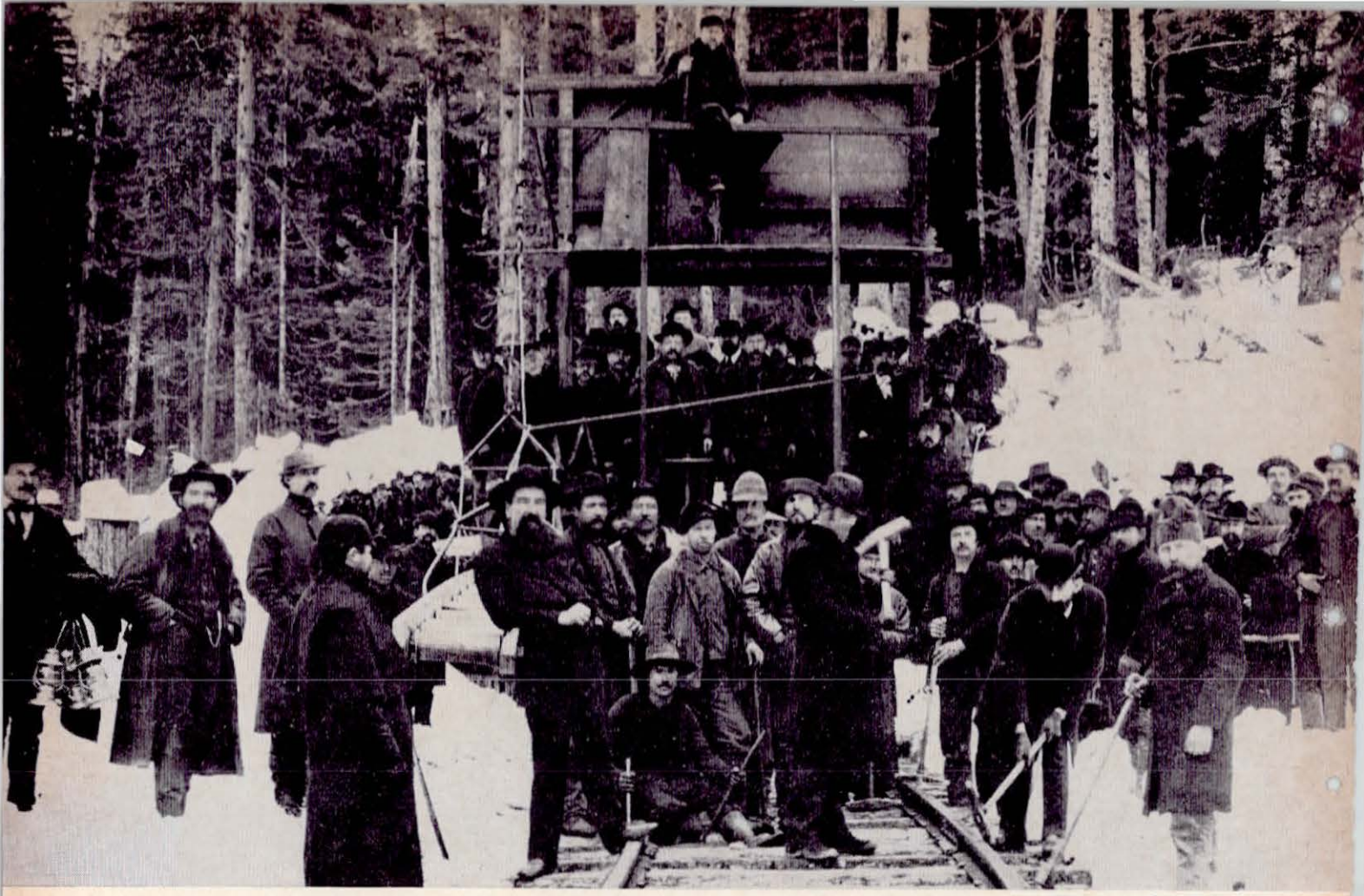

Photo courtesy Great Northern Railway

How will it be in 2039 A.D.?

Railroading has changed greatly since the camera recorded the last spike in the Great Northern's transcontinental line 73 years ago.

The next 73 years will be years of still greater change as new equipment will continue to do old jobs faster, and more economically. Consider how modern roads are speeding track maintenance and rebuilding even today.

Recently, a midwestern railroad put a Cat 966 wheel Loader to work loading crushed rock and ballast. The 150 HP loader replaced two older maintenance machines—a crawler dozer and a crane—and took over part of the work of a third machine.

On loading work, the loader fills a 30-cu.-yd. hopper car in less than 15 minutes. The old method—using a ¾-yd. shovel and crawler tractor working together—required up to 25 minutes to fill a car with ballast.

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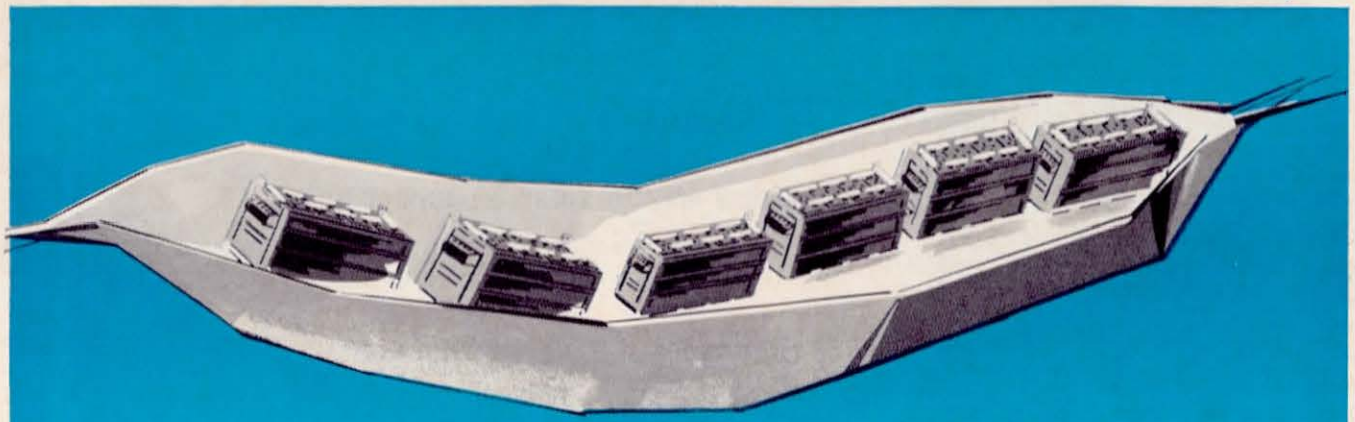
Like Peas in a Pod

. . . they used to say!



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SHORT AND SIGNIFICANT

Insurance agreement reached by ORC&B, roads

The Order of Railway Conductors & Brakemen and carrier negotiators agreed last week to a stipulation covering health-and-welfare benefits, one area of a dispute on which strike action has been threatened. The stipulation provides that (1) the carriers will continue to pay current-rate premiums of $23 per month per employee to Travelers Insurance Co. for such benefits as may be obtained for that amount; (2) organization, carriers and insurance companies will begin negotiations to implement the stipulation; and (3) the union will pull down its strike notices and both parties will ask dissolution of a restraining order obtained by the carriers after the ORC&B called the walkout.

ICC approves a railroad to be built on "faith"

Passing on "an unusual case"—a proposal to construct a new railroad "in an age of declining rail mileage"—the ICC has authorized a Permian Basin Railroad Co. to construct and operate a proposed 78¼-mile line between Odessa, Tex., and Seagraves. The total estimated cost of constructing and equipping the line is $9 million. The project was opposed by the Texas & Pacific but favored by the Santa Fe. Although it seemed to think the estimates of prospective traffic were unduly optimistic, the Commission nevertheless cleared the project, saying promoters of new roads should be permitted to assume risks "within reasonable limits." Commissioner Kenneth H. Tuggle filed a dissenting opinion to which Commissioner Paul J. Tierney and Rupert L. Murphy subscribed. They said the decision was based "not on the law or facts, but on faith, hope and charity."

Court says Chicago can't control transfer service

Chicago's undertaking to regulate Railroad Transfer Service, Inc. has been thwarted again by the U.S. Supreme Court. Transfer is employed by the Chicago railroads to transport their passengers between stations in that city. The Court has just struck down the latest version of the Chicago ordinance which sought to impose licensing requirements on Transfer. A previous version of the ordinance was struck down by the court in 1959. As the present opinion noted, the controversy has been going on since 1955 when the railroads hired Transfer to replace Parmelee Transportation Co.

Former CAB chairman will head transport safety board

President Johnson has sent to the Senate his nominations for membership on the autonomous National Transportation Safety Board which is in the new Department of Transportation. Senate confirmation is required. The board has authority to investigate all transportation accidents. The Presidential nominee for chairman of the board is Joseph J. O'Connell, Jr., Washington attorney and former chairman of the Civil Aeronautics Board. Other nominees are Oscar M. Laurel, a U.S. district attorney of Laredo, Tex., Francis H. McAdams, a member of CAB's staff, John H. Reed, former governor of Maine, and Rear Admiral Louis M. Thayer, commandant of the Coast Guard district at Miami, Fla.

Montreal gets its third rapid transit line

Just in time for the opening (April 28) of Canada's Expo '67 world's fair, a new 3.2-mile line of the Montreal Metro carried its first passengers last week. The line, which will serve the big exposition, runs from downtown, under the St. Lawrence River, to the south shore. The Metro opened two other lines last October. In connection with Expo's opening, Lucien Saulnier, chairman of the city's executive committee, said truck traffic in the downtown area will be drastically restricted during the run of the fair.

MONDAY MORNING REPORT

How fast, how broadly can D.O.T. make itself felt?

Those anticipating an age of miracles starting April 1 (when the nation's new Department of Transportation went into business) are in for a long wait says Paul W. Cherington, James J. Hill Professor of Transportation at Harvard's graduate school of business. "It will be 1969 before D.O.T. settles down administratively and is able to turn importantly to substantive problems in U.S. transportation."

Why so long a wait?

Problems of manpower, money and organization complicate the immediate future at D.O.T. Transportation Secretary Alan Boyd and his top aides are scouting for men to fill important jobs in the new department without even budgetary provision for funds with which to travel and interview. Men from other federal agencies depended upon pay and expenses from other departments as they phased into D.O.T. jobs.

Cautious heroics at best

Speaking to a management conference at Northwestern University's Transportation Center, Cherington noted that the difficulties at D.O.T. make for hard heroics, easy pratfalls. "A strong, effective and flexible organization will be needed by the new Secretary to cope with the substantive problems that will confront D.O.T. after the honeymoon with Congress is over."

What problems are pressing?

Boyd's task will be to assign priorities among such complex problems as railroad mergers, landmark rate cases, public policy about common ownership, safety, advanced technology and problems of budget, cost and cost-effectiveness of moves in the field of transportation as contemplated by government. They can't be handled simultaneously: they are all potential defeats for D.O.T. Boyd will have to grapple with key issues in a manner aimed at building the prestige and effectiveness of the new department with Congress. Boyd's skill at keeping work away from an adversary atmosphere is an invaluable asset.

No D.O.T. blueprint for work to be done at ICC

Merger decisions will define the rail structure for a long time to come and, while ICC handles such matters, D.O.T. can hardly afford to ignore mergers-in-the-works. There is no guide at D.O.T. for dealing with significant proceedings at the ICC, but Boyd will have to grapple with key issues. The department will have to be alert for significant rate cases and intervene in perhaps a dozen-or-so "landmark" cases every year.

What work will get high priorities at D.O.T.?

Cherington described safety as "the rock upon which D.O.T. could founder." Everyone expects spectacular results. If they're not forthcoming, public and politicians alike will look for a scapegoat. D.O.T. could also take a new look at national policy about common ownership of transport media: this could be forced by container/TOFC development which gets most effective handling when one agency handles from shipper to receiver. "Forcing such reexamination is modern transportation's requirement for rapid shifts in capital: so long as present policy continues, railroads have little incentive to shift capital and reinvest in new and different transport technology. Constructive liquidation is now denied the railroads and their bondholders and shareholders." Opportunities, said Cherington, are very great in this area. A D.O.T. attack on lopsided transport technological development is something Cherington feels likely. "I'd like to plead for D.O.T. promotion of rail and ocean R&D. These are areas where dollars are not very big and the payoffs are likely to be very great."

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RAILWAY AGE
WEEKLY
APRIL 10, 1967

WEEK AT A GLANCE

And leave the driving to us—on a train

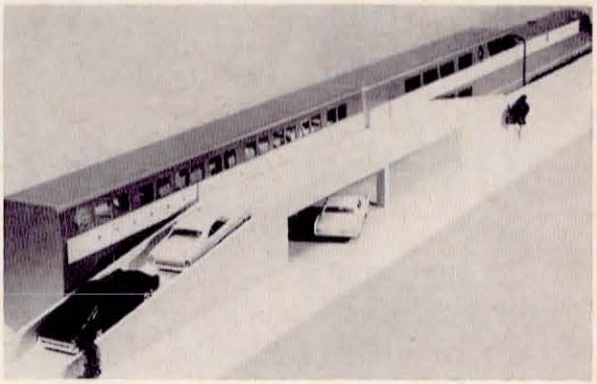
Travel to Florida by automobile—minus the tiring job of keeping your eye on the road for mile after mile—could soon become a reality under a project sponsored by the Department of Transportation.

The D.O.T. plan, with the Atlantic Coast Line as principal cooperating railroad, will permit passengers to ride inside their automobiles aboard a specially-equipped, air-conditioned train from Alexandria, Va., outside of Washington, to Jacksonville, Fla., in 12 hours at a flat fare. Day and night trips are planned.

A two-car model (see photo) was unveiled at the Smithsonian Institution in Washington last week. It was created by the design firm of Sundberg-Ferar, Inc., as subcontractors for Louis T. Klauder & Associates, Philadelphia consulting engineers.

Automobiles will be carried on two levels of the 85-foot, double-decked cars, four autos on each level. Driven aboard through long clamshell doors and anchored next to broad, tinted windows, the automobiles will serve as private compartments by day and sleeping quarters at night. The train's car length will give each auto owner access to his automobile's baggage compartment.

The automobile passengers will be able to walk along aisles beside the autos to a double-decked lounge-and-service car at each end of a 12-car express. Each service car will seat about 95 people



in dining, lounge and observation areas. The two cars would accommodate at one time slightly more than half the maximum number of people it is estimated will come aboard as passengers in the 80 automobiles in the 10 carrier cars.

The lower deck of the service car will house kitchen and dining areas, quarters for the train crew and a light and power plant. The upper deck will provide rest rooms, additional dining space, a lounge area, an observation deck and a multipurpose recreation room seating 32 where closed-circuit television will be shown. Additional rest rooms will be provided in carrier cars at the middle of the train as part of the emphasis being placed on service to family groups, especially children.

Joint ownership of Alton & Southern recommended

The ICC has been advised by Examiner Hyman J. Blond to authorize joint purchase of the Alton & Southern by the Missouri Pacific, Cotton Belt and Chicago & North Western. Meanwhile, Blond's recommended report in F.D. No. 24075 also advises the Commission to reject the Cotton Belt's application for authority to buy A&S alone.

MoPac also offered to acquire A&S by itself, but had no objection to joint ownership with other roads which might seek to be included. The Examiner's proposal that North Western be included is responsive to a partition filed by that road.

The purchase would be from the Aluminum Company of America for $16 million. Alcoa built the road in 1925 to serve its East St. Louis alumina plant which was closed in 1961. A&S is a switching line connecting with each of the 20 line-haul and terminal railroads which serve the St. Louis-East St. Louis district on either side of the Mississippi River. It is a competitor of the Terminal Railroad Association of St. Louis, which is owned jointly by 15 trunk lines entering St. Louis or East St. Louis.

Blond found that his joint ownership proposal would be the best way to improve existing terminal service "which has deteriorated to the point where there is widespread dissatisfaction among the shipping public and the trunk line railroads which use the gateway for the routing of transcontinental shipments." The most satisfactory remedy for this situation, Blond continued, "is the guarantee of active competition between A&S and TRRA," and to attain this objective "it is necessary to provide that A&S remain an independent and neutral carrier and that it not be permitted to become an extension of the line of a single railroad or to be absorbed by TRRA."

Fuel, supplies spending topped $1.6 billion in '66

The railroads' bill for fuel and operating materials and supplies last year was the highest since 1957, and the fifth straight annual increase. The AAR put 1966's purchasing total at $1,604,862,000—up 7.1% over the 1965 figure of $1,498,059,000. The all-time purchasing high was set in 1948 when the railroads went on a shopping spree and spent $2,183,331,000.

The 1966 purchasing figure does not include the record spending of nearly $2 billion for new rolling stock and other capital improvements, up 20% from 1965. Some $1.5 billion went for rolling stock and $400 million for new classification yards, signaling and communications systems and track equipment.

An additional $500 million spent by private companies for railroad rolling stock boosted over-all railroad industry spending to more than $4 billion.

The largest increase in spending last year was for iron and steel products such as rails, locomotive and car parts, and machinery of all kinds. The total was $582,544,000, up $35,619,000 from 1965. The bill for fuel last year was up $26,785,000 over 1965, at $401,073,000.

GUS WELTY'S LINES ON LABOR

WELTY

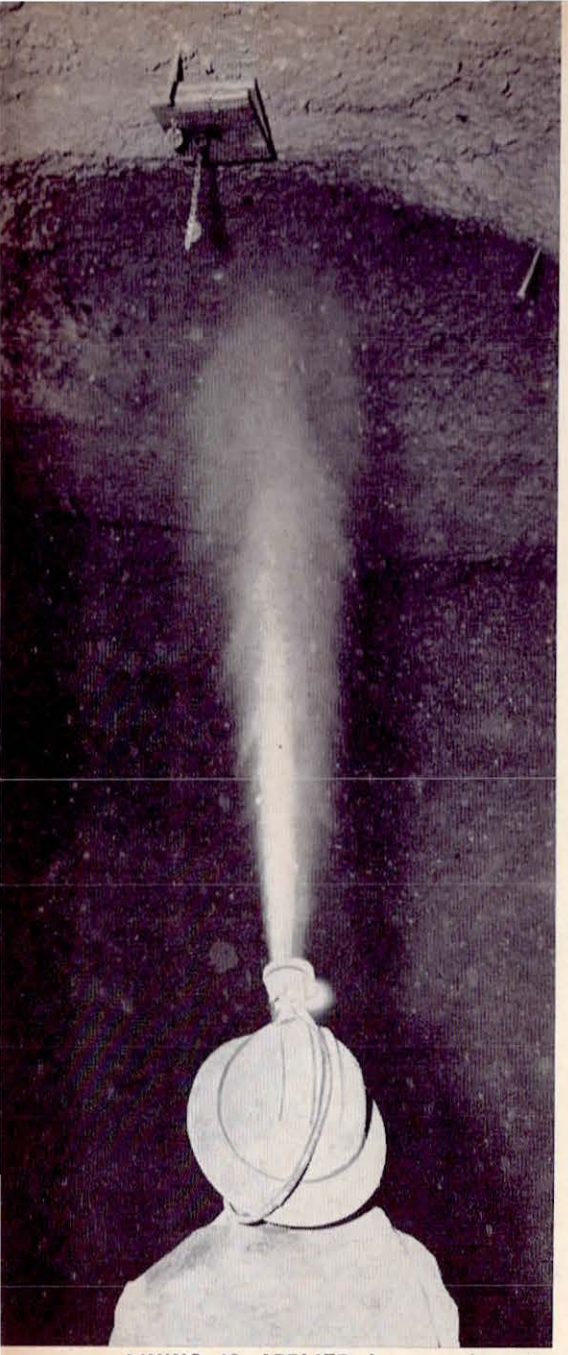
ONE OF THE NATION'S top pollsters, Louis Harris, has taken a new look at the public's view of unions and the things they do—and the results may be somewhat less than comforting for both management and labor. In brief, that part of the public represented in the survey seems to have less than a high regard for union leaders and their goals—but at the same time, it shows no overwhelming urge to curb strike activity in privately-owned, public-service industries. There may, however, be a certain significance in the measures of support given to the right to the "peaceful withdrawal from service." According to the Harris poll, the public generally favors the right to strike by better than 3-to-1—but it backs the right to strike railroads by a bit better than 2-to-1.

AT FIRST GLANCE, it might appear that there's still just too much right-to-strike pressure to ever hope for legislation to eliminate, or minimize, strike action in the so-called public-service sector. But the figures may not be all they seem to be. There will be efforts to change the Railway Labor Act to de-fuse the strike/lockout as a weapon. Railway labor will oppose vigorously, and ordinarily the whole thing might die right there. This time around, however, there's a strong suspicion that all it might take to get Congressional action on anti-strike legislation would be a major walkout in which the union or unions lacked a clear-cut, provable—to Congress and public—justification for their action.

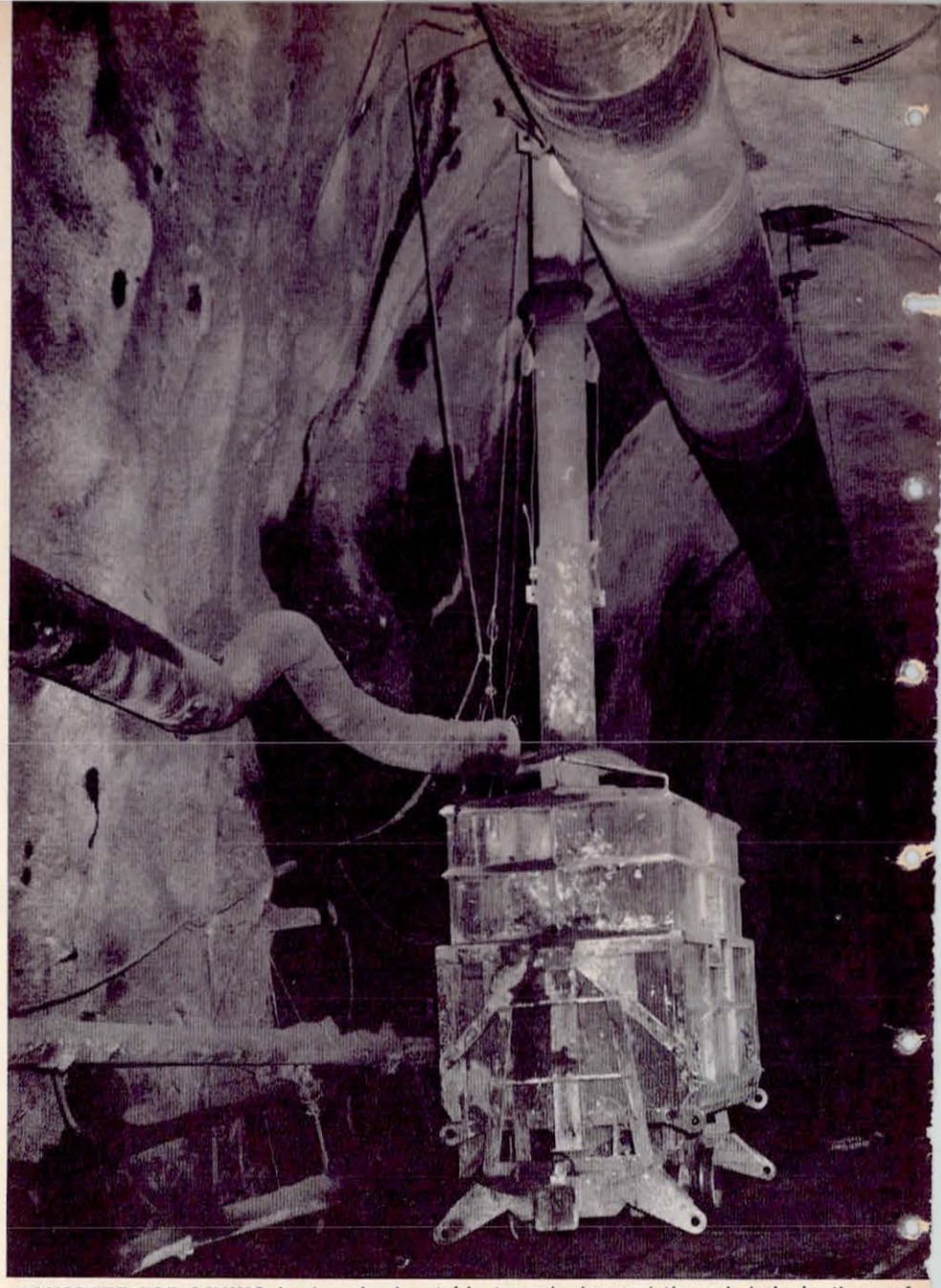
DESPITE THEIR CHAMPIONING of a popular cause—the right to strike—rail union leaders, or at least some of them, recognize that they may be walking a narrow line. For all practical purposes, they'll concede, the nationwide strike is a thing of the past. And the threat of such action will be just that—a threat useful in gaining public attention and/or bringing outsiders galloping in to take the reins in whatever dispute is heating up.

THERE ARE EXCEPTIONS, though, to this recent re-assessment of the facts of life. And in an exception may lie the means by which the organizations can commit messy, senseless suicide, if that's the way they want it.

MOST OF THE PUNDITS are looking at 1967 as a bad year for peace in the management-labor arena. The trucking industry is already having a bad time; trouble in the automobile, rubber and copper industries seems fairly certain. And the sabres are being rattled, if not honed for action, on the railroads. You look at all the circumstances and you wonder: Are the stakes big enough to justify the risks some people seem determined to take?



LINING IS APPLIED in several coats.



CONCRETE FOR LINING is dry-mixed outside tunnel, dropped through hole in the roof

A new way to spray on tunnel lining

A concrete-spraying system originated in Switzerland is said to offer many advantages over conventional concrete linings.

A railroad tunnel 11,190 feet long under construction at Vancouver, B.C., is said to represent the first major use in North America of a relatively new method of spraying concrete tunnel lining.

The method used, explained an engineer on the job, is similar to shotcreting but with some major differences. One is that a coarse aggregate can be used. (A coarse aggregate up to ¾ inch in size is being used on the Vancouver job.) Another difference is that the dry mix is delivered by compressed air to the nozzle at which point the water is added and adjusted by a valve.

● **A Swiss development.** Known as the Aliva method, the new system of concrete spraying is of Swiss origin. It reportedly has been in service in Switzerland for more than four years,

into aggregate car, then moved to working face.

with excellent results. It is also said that the method has seen wide use in other European countries and in South Africa, South America and Mexico.

The single-track tunnel at Vancouver is being built under Vancouver Heights to link the Canadian National-Great Northern main line into the city with a bridge the CN is building across Burrard Inlet. The line across the bridge will serve new freight yards and a new industrial area.

Work on the tunnel project, started in June 1966, is expected to take about two years to complete. It will involve construction of a conventional tunnel 10,760 feet long, and another 430 feet at the south end by the cut-and-cover method. At the south end about 1,400 feet of the tunnel is being built in till or a mixture of till and other materials. In this section, along with about 100 feet at the north end, the lining will be of conventional concrete constructed by forming and pouring the concrete over lagging supported by steel sets.

● **Spray lining in rock.** For approximately 9,000 feet the tunnel will be constructed in sedimentary rock consisting of sandstone, shales and conglomerates. It is in this section that the Aliva method of spraying concrete is being used. The lining being applied consists of a six-inch thickness of concrete sprayed on the arch above the spring line and four inches on the walls. Consideration is being given to placing an additional four inches of spray concrete where and if necessary. It is considered unlikely that this will be necessary for most of the distance, however.

Conventional methods, consisting of drilling and blasting, are being used to drive the tunnel in the rock sections. Drilling is being done from a three-deck jumbo, using six rock drills, two on each deck. Excavated material is being loaded by a mucker into ore cars handled by a battery-powered locomotive. The cars are dumped onto a conveyor belt which delivers the muck to a hopper from which it is trucked away.

The tunnel-driving work is being progressed from both ends. At the south end it will be necessary to construct the 1,400 feet with conventional lining before getting into rock where the spray concrete will be applied. Hence, application of concrete lining by the spray method is initially confined to the north end beyond the 100-foot distance to which conventional concrete lining was applied.

● **How it's applied.** Concrete for the spraying operation is dry-mixed in a batch plant outside the tunnel, dropped through a 12-inch hole in the top about 150 feet in from the portal into an aggregate car which holds about two yards. The car is moved along a track to the jumbo and hoisted to the top deck where the mix is dropped into bins. From there it goes into a blowing machine.

Normally a 4-inch lining is applied in three coats. The first is a mortar coat applied to an average thickness of about ½ inch. This is followed by two identical coats averaging 1¾ inches thick using a ¾-inch maximum-sized aggregate. By adding Sigunite, a quick-setting powder, it is said that a sprayed lining will adhere to damp surfaces even if they are directly overhead.

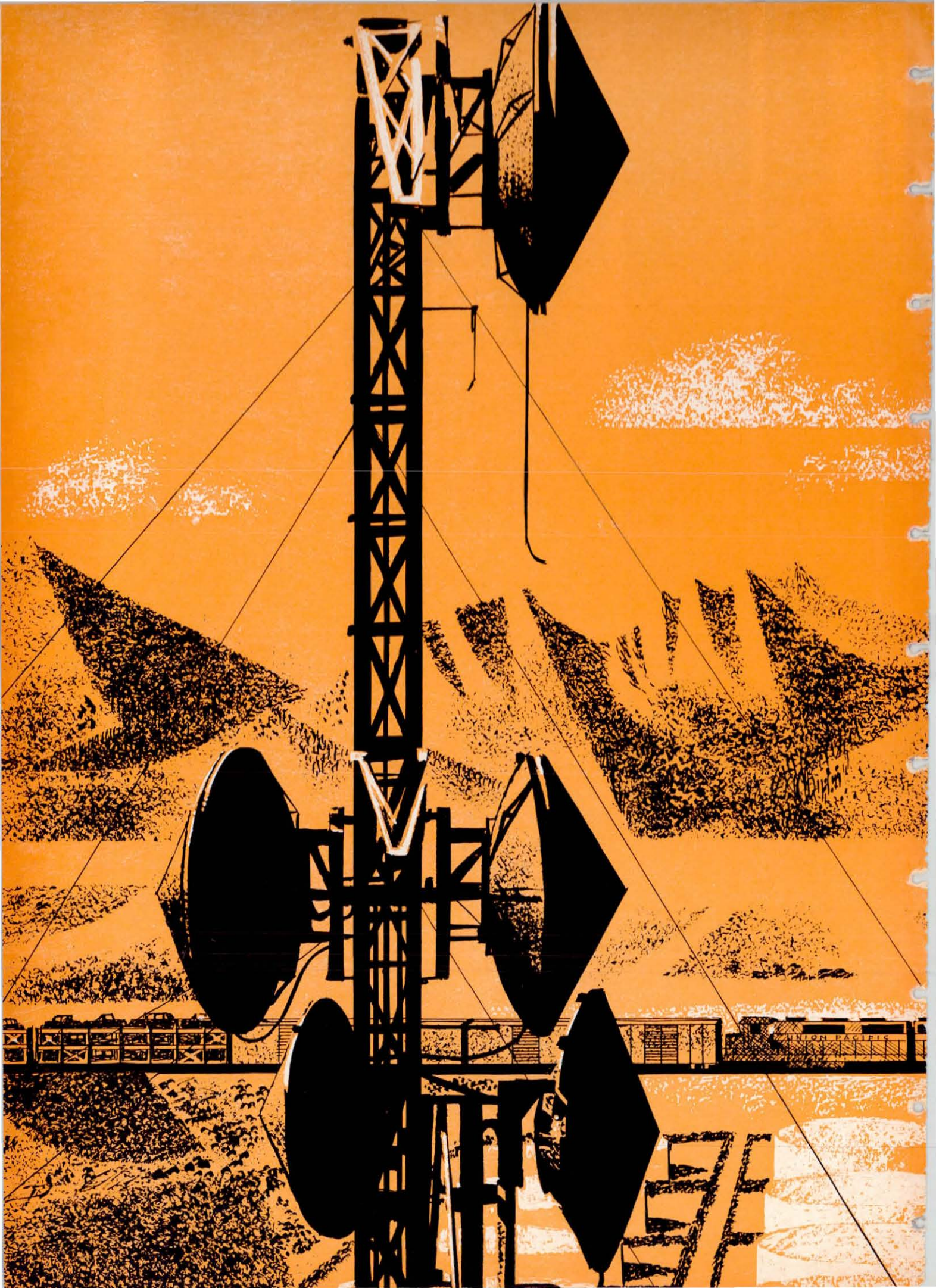
● **Benefits of the method.** Several advantages are claimed for the Aliva method. One is that the lining can be sprayed while driving is in progress. Another is that early consolidation of bad rock can be carried out in close proximity to the drilling operations without interfering with the progress of the driving work, preventing further overhead breaks and affording immediate safety. In addition, the preliminary work of washing down the surface of the rock to remove deposits from the blasting, dust and loose stone is carried out by the machine using water and compressed air.

Engineers on the project point to several additional advantages of sprayed concrete linings compared with conventional concrete linings. For example, in areas of completely sound rock, the lining can be omitted at will; in other areas the lining thickness can be varied at will according to the nature and quality of the rock. Also, rock faces which cannot be reached during the original lining operations can be treated subsequently, with no disadvantage to the completed work. It is further noted that a sprayed lining ensures that concrete or mortar enters all the small cavities and bedding planes, making the lining monolithic with the rock.

The normal output of an Aliva machine working a 10-hour shift is reported to be 20 to 30 cubic yards of placed concrete. It is said the machine can be quickly adapted for spraying shotcrete.

● **Ventilating system.** Another interesting feature of the new tunnel will be the ventilation layout. This will include a concrete-lined shaft, 14 feet in diameter, which will extend from the center of the tunnel to the surface of the ground. It will be an intake shaft, with twin 150,000-cfm fans pulling in air from a structure to be built at the surface.

A feature of the ventilating system is that it will have to be synchronized to cut in at a critical time after the head of a train has passed the bottom of the intake shaft. The reason for the accurate timing is to avoid having air entering through the intake being in conflict with air pressure built up in the tunnel by the forward movement of the train. ■


UNION PACIFIC

Union Pacific's "BIG PIPE" system handles on-line, real-time communications

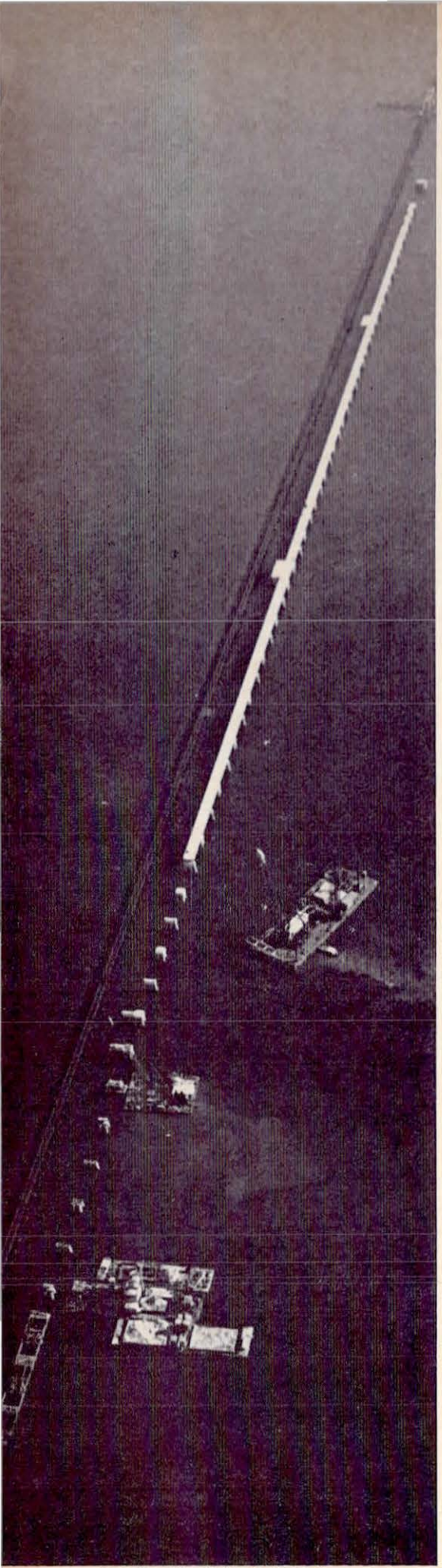
Rapidly changing operations have caused an explosive growth in railroad communications. On many properties, message, voice and data traffic are straining all available circuits. To handle its growing communications volume the Union Pacific railroad has installed a microwave radio system. Farsighted Union Pacific believes that today's microwave hardware is technically capable of covering its rail communications requirements for the next 20 years.

Edd H. Bailey, Union Pacific president says, "This communication facility will help meet the increasing demands of faster and more efficient customer service. Union Pacific's use of a 3,400 mile microwave system is a strategic contribution to providing vital communications links to industry across the U.S."

However fast operations changes occur, American Oil Company will continue to serve the nation's progressive, innovative railroads. American Oil has been a supplier of diesel fuels and lubricants to the Union Pacific for more than 30 years. American Oil Company, 910 South Michigan Ave., Chicago, Ill. 60680.

You expect more from American and you get it!*

*Trademark

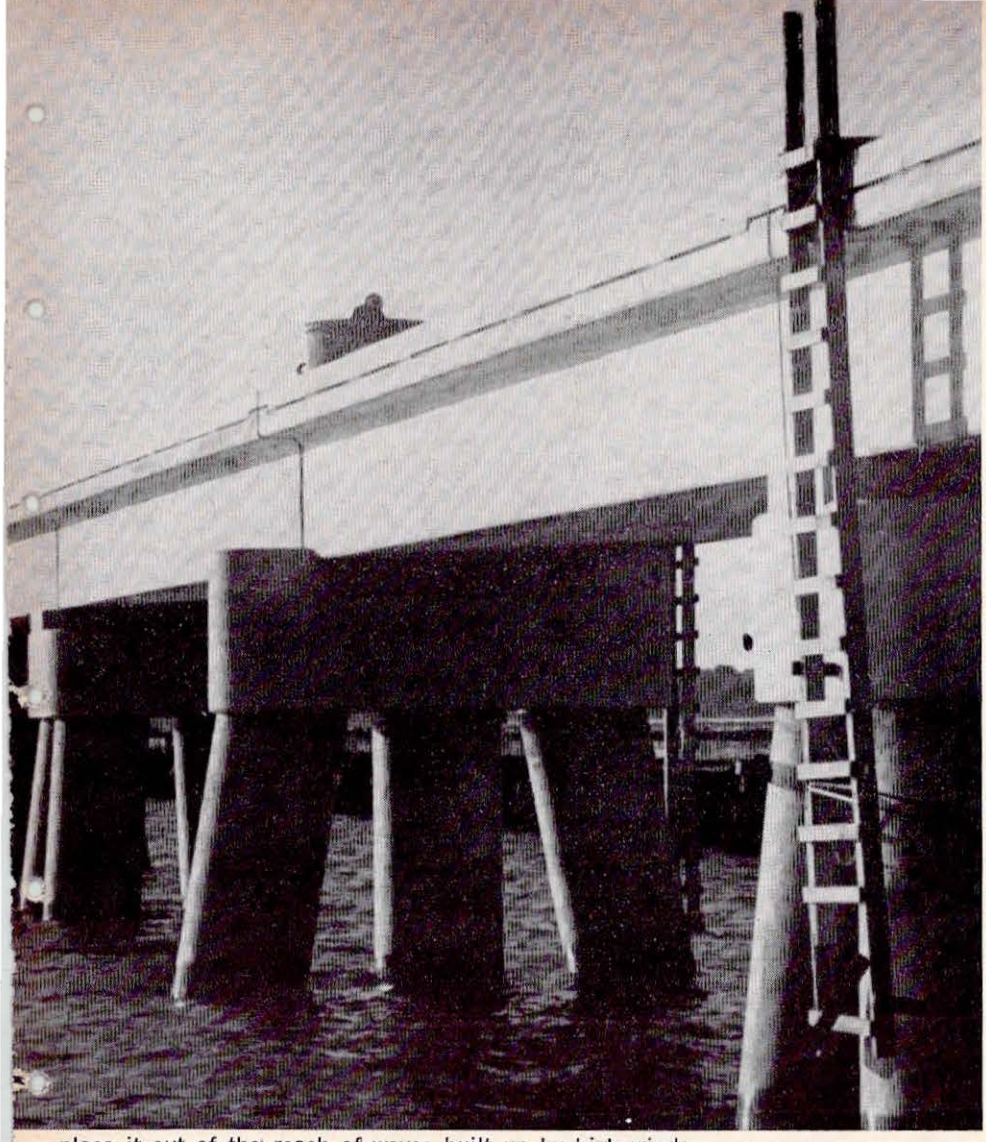


WORK ON NEW TRESTLE started near swing span at top right, above.

L&N'S NEW BRIDGE is 60 feet south of the old pile trestle and is 12 feet higher to

Hurricanes are no

CHECKING PROGRESS of bridge are L&N Chief Engineer J. B. Clark (center), Bridge Engineer P. R. Eastes (left), and Associate Bridge Engineer L. F. Currier.



place it out of the reach of waves built up by high winds.

threat here

New L&N structure across the Gulf of Mexico's St. Louis Bay may be world's longest prestressed concrete railroad bridge. Estimated cost of the hurricane-proof bridge is almost $5 million.

Engineering officers of the Louisville & Nashville are at last settling a score with a bridge that has been a king-size headache to them for many years. The bridge is a two-mile-long timber trestle which, incorporating a swing span, was built in 1878 across St. Louis Bay on the Gulf of Mexico, 56 rail miles east of New Orleans.

For much of the time the headache has been merely chronic, with the cause being rooted in the problems and costs involved in maintaining the structure. Originally, the trestle was built by the New Orleans, Mobile & Texas, which was acquired by the L&N in 1880. In 1899 the L&N replaced the swing span. Since then, practically every part of the bridge has been replaced one or more times.

● **Operating headache, too.** Even so, the bridge had been outmoded by the bigger and heavier freight cars and locomotives that have come into use. The result is that weight restrictions have been in effect over the bridge for several years, thereby making the operating department a party to the headache.

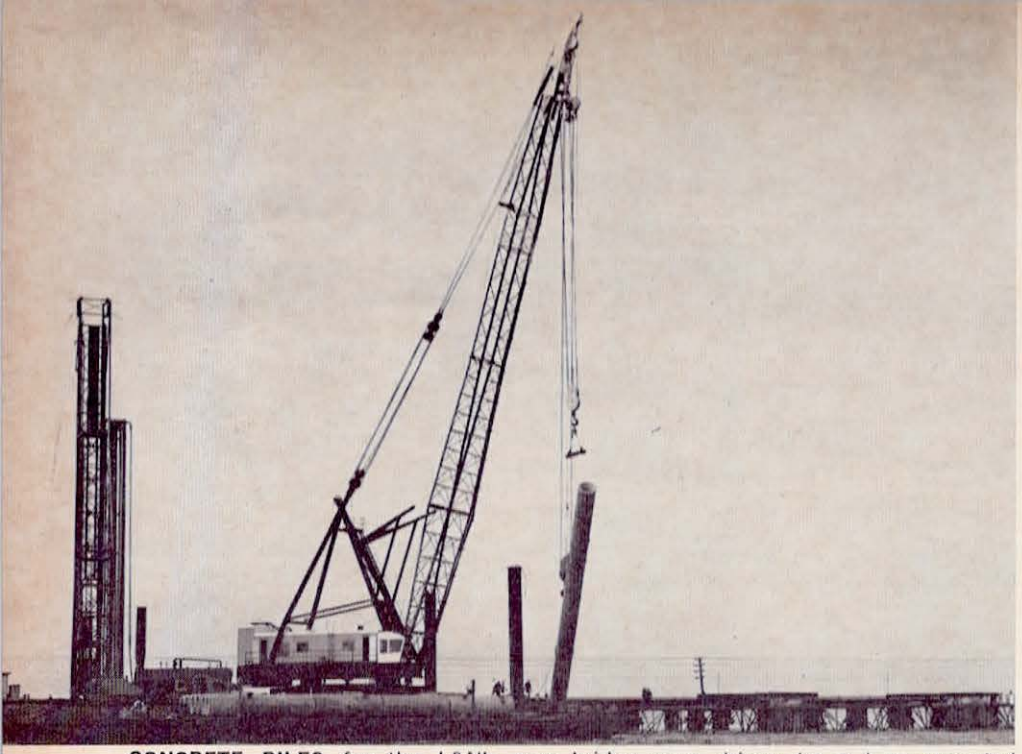
Once in a while the headache has flared up in acute form. That's when the bridge gets buffeted by waves generated by hurricanes that periodically sweep in from the Gulf. Nine times in 86 years the bridge has been knocked out by storms. The latest such experience occurred in September 1965 when waves built up by Hurricane Betsy shoved 73 panels off the caps, knocked 17 off the piles and shifted 230 panels on the caps.

● **Troubles to end.** In August of this year the recurring troubles with the bridge are expected to be ended. That's when it is planned to start operating trains across a ballast-deck prestressed concrete trestle now being built across the bay on an off-set alignment from the existing bridge. Designed for Cooper's E-80 loading, the new bridge will have a load-carrying capacity adequate for handling any present-day loads at regular speeds.

Moreover, future hurricanes are expected to find the deck of the bridge safely above the damage level. The base of rail will be 21 feet above the water level and 12 feet higher than that of the present bridge. Entirely aside from this consideration the new structure is of more massive proportions than the timber trestle and hence more resistant to the effects of wave action.

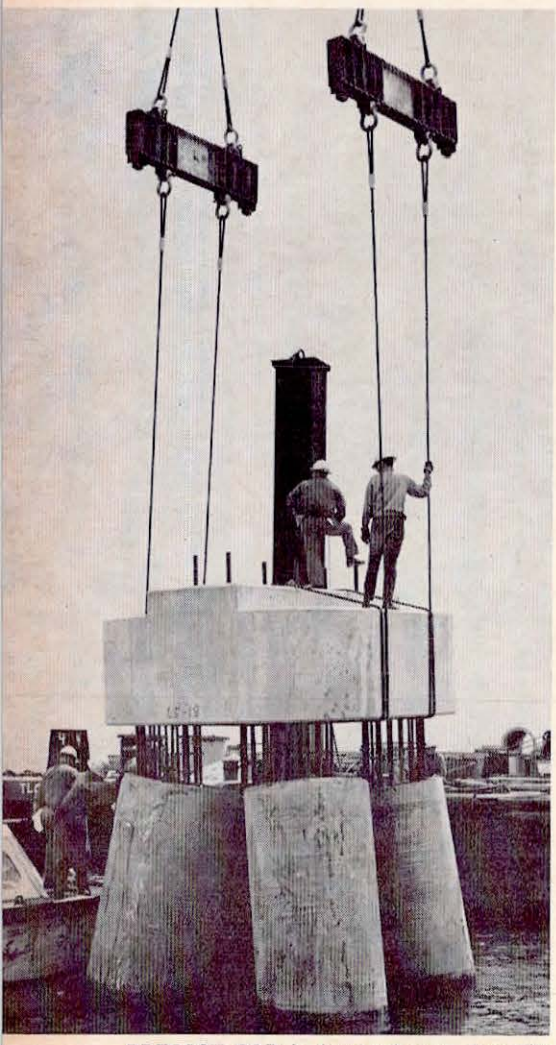
● **'Longest' of its kind.** The decision to select the prestressed-concrete design for the new bridge was based strictly on engineering considerations. The road came up with what it says is the longest prestressed concrete railroad bridge in the world. Total length of the structure will be 10,170 feet including the 285-foot length of a new swing span that is also being installed.

Measured by any standards the new bridge is proportioned along heroic lines. Take the piles. These are 4½ feet in diameter, hollow and with walls 5 inches thick. The large diameter was needed to give the required frictional resistance to provide the stipulated load-carrying capacity in the material into which the piles are to be driven. They reach their final bearing in sand. Even with their out-size diameter it was necessary to produce the piles in lengths ranging from 68 feet to 120 feet. Each pile is designed for its specific spot in the bridge on the basis



CONCRETE PILES for the L&N's new bridge were driven by a barge-mounted 150-ton crane with a 160-foot boom. Piles are as long as 120 feet.

Key steps in constructing the bridge



PRECAST CAP is lowered onto four-pile bent. The bents, alternating with three-pile bents, take trains' horizontal thrusts.

WORKMAN CHECKS batter of pile which was placed in template before driving.

of borings made to determine the length needed to give the required bearing capacity.

The piles are actually post-tensioned. They are being cast in sections 16 feet long in which the walls are reinforced with ¼-inch spiral wire. In the casting operation holes are provided in the walls for the post-tensioning wires. To assemble the individual piles the required number of sections are lined up at the casting plant and the post-tensioning strands threaded through the holes. When the wires have been brought to the specified tension the holes are filled with grout and the joints between sections are sealed with an epoxy compound.

● **One-piece deck spans.** Each span of the bridge consists of a double-barreled prestressed concrete box girder 10 feet wide and 60 feet long. The top of each girder has a projection of 3 feet 8 inches on one side and one of 1½ feet on the other. Thus, a deck with a total width of 15 feet 2 inches is provided. A timber handrail extends along the side with the wide overhang. Concrete ballast retainers are provided along both sides of the deck.

The girders span between bents containing either three or four piles and topped with reinforced concrete caps. In the three-pile bents the piles are placed in a row. In the four-pile bents they are arranged in a rectangle. The two types of bents alternate with each other. The design is such that the four-pile bents take all the horizontal thrust generated by train movements over the bridge.

Casting of the piles, caps and deck slabs is being done by the Prestressed Concrete Products Co. at its yard at Mandeville, La. This plant, on Lake Pontchartrain, was established to manufacture concrete items needed in constructing the 24-mile causeway connecting New Orleans with parishes on the other side of the lake.

● **Open-end pile driving.** The lake location of the casting yard permits the heavy concrete members for the L&N bridge to be moved by barge directly to the bridge site. Pile driving is being done using leads hung from the boom of a barge-mounted derrick. The piles are being driven open-ended and penetration is being achieved with the aid of jetting. The completed bridge will contain 163 bents incorporating 642 piles.

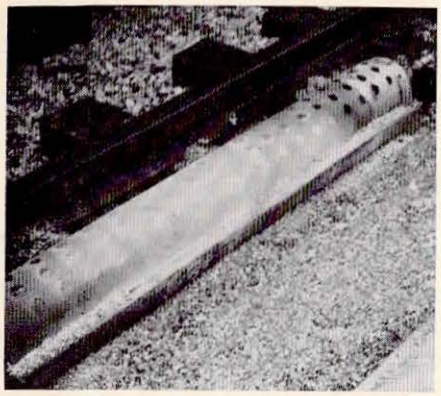
The first step in construction of the bridge was to place the piling, footing and piers of the new swing span, which is 3,300 feet from the east end of the bridge. Next, construction crews started driving the bents, working from the swing span toward the town of Bay St. Louis, Miss., on the west shore of the bay. As of March 17, 93 bents had been completed and 5,460 feet of box girders were in place.

A unique feature of the bridge is seven motor-car set-offs. These are actually extra spans which can be quickly moved into position in the bridge as replacements in event of damage to spans in service.

● **Cost almost $5 million.** Construction of the bridge was authorized by the L&N's board of directors in 1965. Work was started on April 1, 1966. The estimated cost is $4,900,000. Prime contractor is Brown & Root, Inc., Houston, Tex. The bridge was designed by Hazelet & Erdal, consulting engineers, Louisville, Ky.

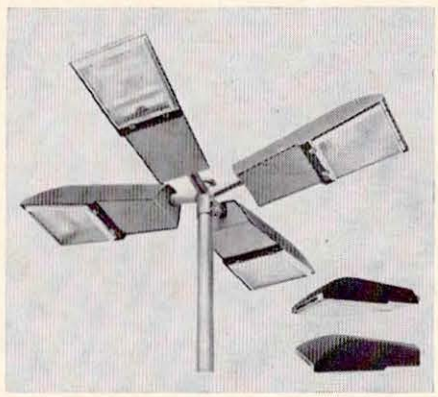
The swing span is being fabricated by the Nashville Steel Co. It will be assembled at Mandeville and transported by barge to the bridge site. ■

NEW **PRODUCTS** REPORT



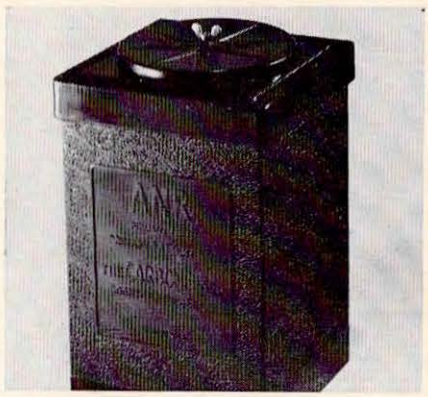
Car Thawing Unit **(RA-1)**

A burner, two perforated alloy cover plates, and a refractory trough comprise light-oil or gas-fired units for thawing frozen materials in hopper cars. Glowing heat from alloy and refractory transmits radiation to undersides of hoppers. Jets of hot exhaust gases escaping through the perforations flow up over all lower surfaces of car, heating by convection as well. Units can be installed between rails, or on angled pedestals mounted beside cars. *North American Mfg. Co.*



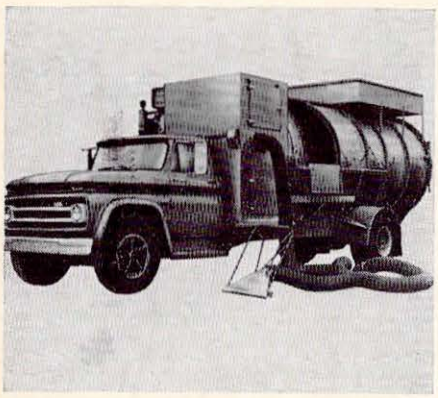
Outdoor Lighting **(RA-2)**

Recessed light source and flat glass lens of AreaStar luminaire are said to reduce objectionable glare. Unit accommodates 250-watt color-improved mercury vapor lamp and 400-watt color-improved mercury vapor or metallic additive lamps. An integral ballast is used; a remote ballast is optional. Ballasts in both wattages are regulated output reactor types with extended voltages from 120 to 480. Cast-aluminum body is finished with baked-on epoxy. *Crouse-Hinds Co.*



Track Circuit Power **(RA-3)**

At a given load, a new high-capacity, air-depolarized primary cell has an almost constant voltage output throughout its useful life. A cap seals the dry unit from moisture during shipment and storage. Electrical characteristics include: capacity on continuous discharge, 3,500 amp-hr; maximum continuous discharge 1 amp; nominal closed-circuit voltage, 1.25 v. Ambient temperature range for the cell is −40F to 125F. The activated cell weighs 52½ lb. *The Carbone Corp.*



Freight-Car Cleaner **(RA-4)**

Mounting the Mobil-Vac industrial vacuum cleaner on a flat-bed truck or in a specially designed 12-ft van-type trailer provides operator with all-weather facilities to clean 50 freight cars, wherever stored, before unit requires dumping. When cleaning volume requires, the units can be mounted and integrated with standard refuse-removal vehicles, providing maximum dirt, debris and trash storage to handle the cleaning of 100 or more cars without stopping to dump. The unit is constructed of heavy-duty 10-gage steel, with channel iron bracing inside the dust hopper. It is driven by a 60-hp Wisconsin, four-cylinder, air-cooled engine. A 39-in. fan produces 3,000 cfm at 55-in. static pressure at a governed speed of 2,200 rpm. Waste enters through hose and falls directly into hopper. Filter bags mounted inside unit are fully protected. Reports from railroad tests are said to show the unit can thoroughly clean a car in 3 to 4 min. With over 100-mph velocity generated by fan, dirt and debris can be removed from behind car liners. *Wm. W. Meyer & Sons.*

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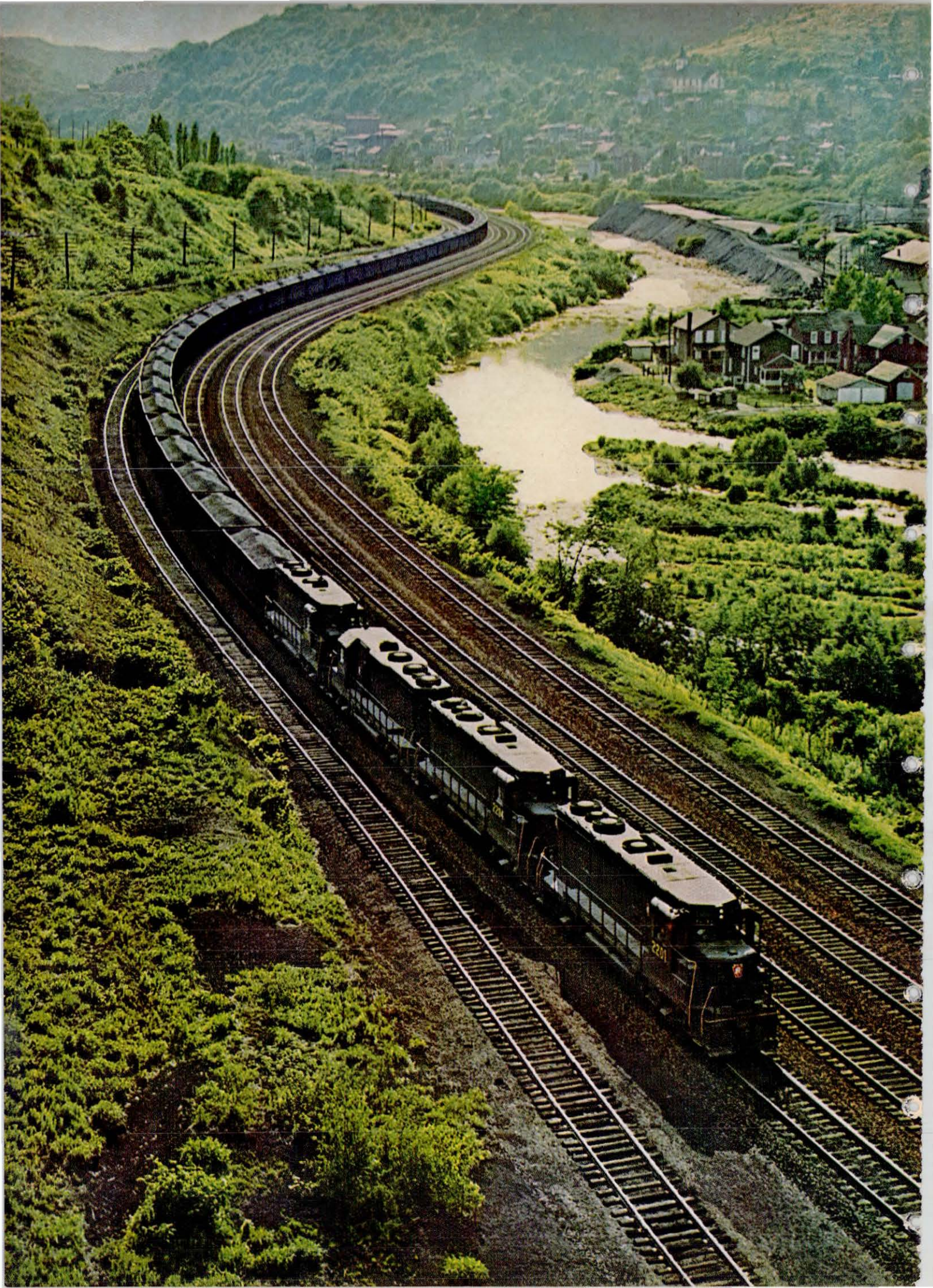
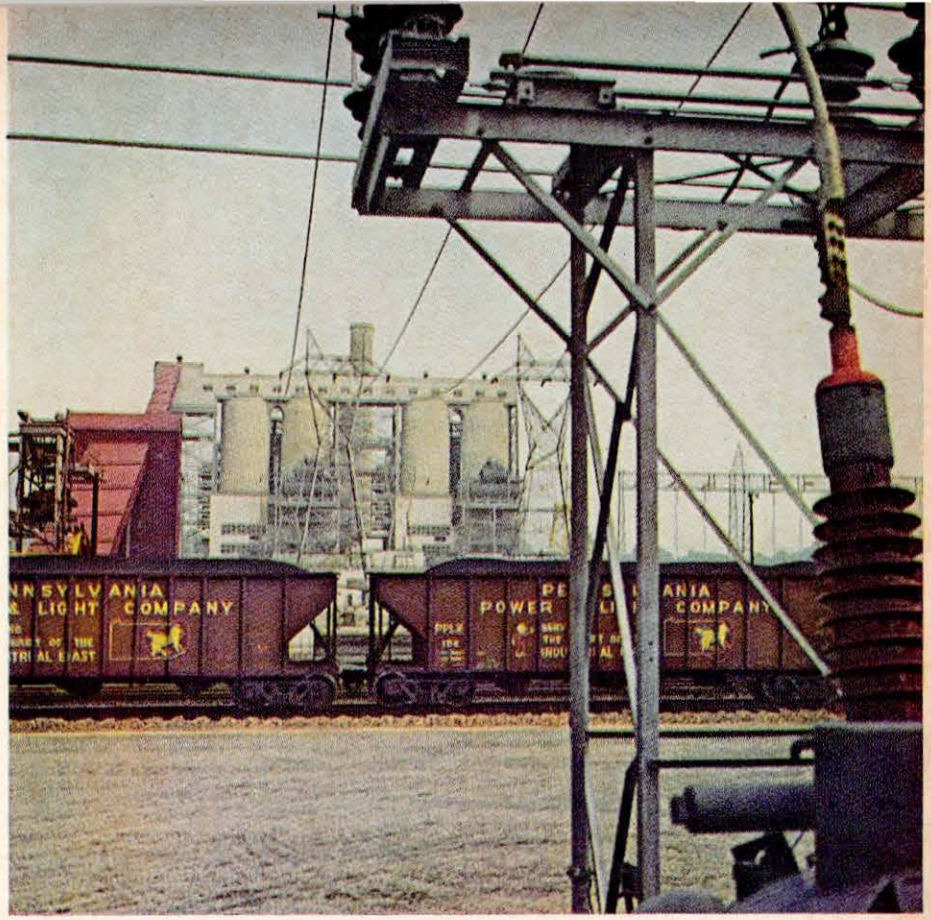


the dynamic new railroads



One giant hopper car one mile long slashes your electric power bill

One giant hopper car?

Yes, in a very real sense, that's just what this 100-car coal train is. It is loaded at the mine mouth as a unit. It speeds hundreds of miles, as a unit, to its destination at the power plant. Still handled as a unit, it unloads, then hurries back to the mine to do it all over again.

Small wonder the railroads call this a "unit train!"

Originally designed to lower the cost of hauling coal, the unit train has proved so successful that many power companies have actually cut their electricity rates for home and industry.

And now other commodities, such as iron ore, grain, and even new automobiles, have also climbed aboard the unit train.

The unit train is typical of the dynamic thinking that is vitalizing our nation's "new" railroads. This and many other bold innovations will assure that our magnificent 212,000-mile railroad system will continue to flourish.

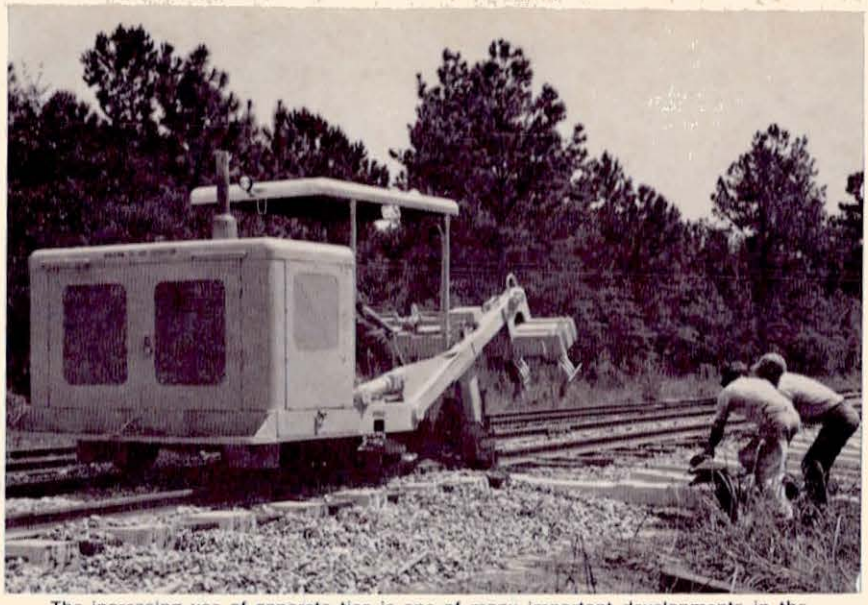
Bethlehem's role in this stirring drama is anything but that of spectator. As both shipper and consignee, we hold the railroads to be vital to our operations. As supplier, we are steadily increasing our research into better ways to roll the rail, forge the wheels, and build the freight cars every progressive railroad needs.

BETHLEHEM STEEL

BETHLEHEM STEEL

Steel

Steel for Strength



The increasing use of concrete ties is one of many important developments in the railway engineering field. Above is shown a Kershaw Tie Inserter installing concrete ties on the Apalachicola Northern.

The railroads are sharpening their performance with well-groomed

TRACK...

A railroad's fixed plant is primarily its track structure. How well it is tended has a vital bearing on the whole railway operation.

What's happening in this important area today? The trend is *up*, as it has been for the past five years. According to Railway Age estimates for the two years, 1966 and 1967, based on reports from most of the Class I roads, the railways will insert a total of about 16,750,000 new ties in replacement in 1967—a gain of 8% over 1966. New rail renewals will hold the sharp gain registered in 1966 and will again total some 600,000 net tons. 44 Class I roads have indicated they will surface 28,500 miles of track this year, a gain of 2.5% compared with the track surfaced by these roads last year. Modern track machinery is playing an important role in these gains.

There's a wealth of news and commentary on what's happening in the fast-moving M/W field in the Railway Age Group. Top railway management keeps posted from week to week in the industry's own weekly, Railway Age. Engineering department heads and supervisors lean heavily on the magazine that talks their language—the monthly Railway Track & Structures. The men responsible for purchasing and keeping the supply line filled, regularly read the monthly Railway Purchases & Stores. Your product story belongs in these publications.

Special note! Advertisers in the three magazines mentioned above are now eligible for the new Industry Marketing Rate offered by Simmons-Boardman. Your Railway Age Group representative will be glad to go over this with you. *Contact him now.*

THE RAILWAY AGE GROUP

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NYC has new van freights from Boston

New York Central last week began running non-stop Super Van trains from Boston to Chicago. The trains haul NYC's Flexi-Van container units and provide express rail service to the Midwest city from Boston, Worcester and Springfield, Mass.

NYC vice president, freight sales, John G. Patten said the new service was added because of the "substantial growth" of Flexi-Van traffic between New England and the Midwest.

The New England-Chicago train, which operates on Mondays, Tuesdays and Wednesdays, departs Boston at 10:30 P.M., Worcester at 11.40 P.M. and Springfield at 1:05 A.M., and arrives Chicago the following evening at 10:30 P.M.

"This will allow New England shippers for the first time to load as late as 9.00 P.M. at Boston and have their freight delivered in the Chicago area by 8.00 A.M. the second morning," Patten said.

Central has also speeded up its eastbound Flexi-Van traffic from the west to New England. A new Super Van train handling Boston traffic exclusively has been added to operate non-stop from Syracuse to Boston. Connecting with eastbound Super Van trains at Syracuse, it gives western shippers second morning delivery in the New England area.

This new Super Van train departs Syracuse at 6.15 P.M. on Tuesdays, Wednesdays, Thursdays and Sundays and arrives Boston at 4:00 A.M. A second section leaves Syracuse at 7:00 P.M. and arrives Springfield at 1:45 A.M. and Worcester at 3.15 A.M.

● **Passenger trains to be combined.** The Central also announced last week that effective April 30 it will combine two closely scheduled eastbound and two westbound trains operating in New York State.

The two eastbound trains are the "Ohio State Limited" which leaves Buffalo at 12.45 A.M., and the "Wolverine," which leaves Buffalo 10 minutes later at 12:55 A.M. The combined train will leave Buffalo at 12:50 A.M.

The two westbound trains are the "Wolverine," which leave New York City at 6:30 P.M., and the "Cleveland Limited," which departs at 7:05 P.M. The combined train will leave New York at 7:00 P.M. ■

LUTHER MILLER

AS THE EDITOR SEES IT...

WHAT, STILL IN BUSINESS?—On an airplane the other day, I was seated next to a young professor from Bryn Mawr College and the question inevitably came up: "What line are you in?" When I said that I worked for a railroad magazine, the professor was astonished. "Do you mean to tell me," said he, "that the railroads are still big enough to have their own magazine?" I replied that my own company published six railway magazines and that we even had competition. The man clearly thought I was mad, or lying.

I wish I had retained this gentleman's name, because I would like to send him a copy of a release that came to my desk a few days ago from the AAR. It simply lists railroad purchases for the calander year 1967: nearly $2 billion for rolling stock and other capital improvements, plus $1.6 billion for fuel and operating material and supplies, plus $500 million in private car-line purchases. Grand total: $4 billion.

Yes, professor, we're still in business.

THE PICTURE IS OUT OF FOCUS—My Bryn Mawr friend doubtless has had his image of railroads fixed by those writers who view the freight train, when they view it at all, as an annoying object that occasionally delays a passenger streamliner. Even freight shippers, who should know better, are sometimes blinded by the glare of publicity surrounding passenger train-off cases.

The president of a railroad that recently got rid of its few remaining passenger trains tells of meeting a former customer who expressed surprise that he (the railroad president) still had a job: "I thought you had gone out of business."

ANTAGONISTIC TO WHAT?—The public preoccupation with the passenger business is reflected in my own mail. The latest avalanche convinces me that it would be far safer to slander motherhood or the flag than to take a poke at a passenger train.

What brought all this on was a comment, in this space a couple of weeks ago, that railroad management might be justified in side-tracking many passenger trains in order to save those truly meeting the test of public convenience and necessity.

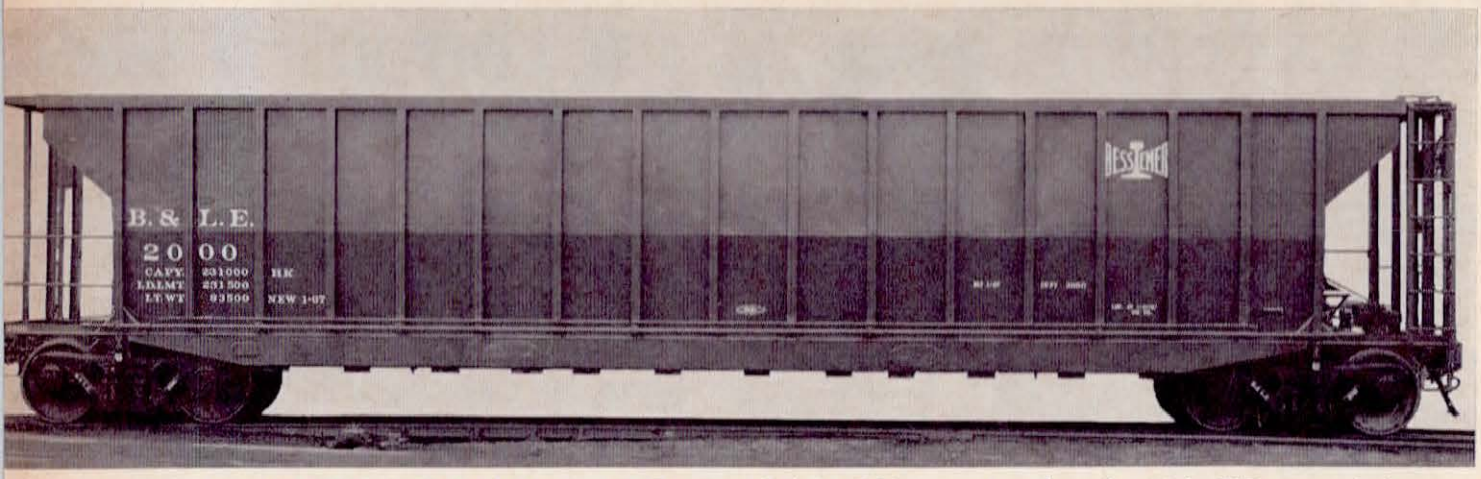
The protests poured in. Most of them described in vivid detail the sad physical condition of the passenger train today; nearly all of them blamed "antagonistic" management for this state of affairs.

Being extremely partial myself to passenger trains, I find it hard to argue with much of what these correspondents say except on one crucial point—and that involves a fuller definition of antagonistic. Are managements antagonistic to the passenger train, or to the conditions that have made it, in so many cases, an anachronism?

There are passenger-train buffs and there are railfans. What we need is more of the latter.

RUSSIA TRAINS THEM YOUNG—At a time when aerospace seems to have captured the imagination of our youth, where is the next generation of railroaders coming from? Russia may have found the answer. In the U.S.S.R. (according to the Novosti Press Agency) there are 30 "children's railways," and they are by no means toys. Seven to ten miles long, they are operated (under strict but unobtrusive grown-up supervision) by children between the ages of 10 and 15. Rolling stock is two-thirds of standard size and, says Novosti, "almost all technical novelties appearing on the Soviet railways are quickly introduced on the children's railway." These young railroaders study ther chosen specialty first in school, then serve a two-to-three-month apprenticeship.

The payoff? In the city of Kharkov alone, about 1,000 schoolchildren have so far graduated from the "game of railway" to institutes where professional railway engineers are trained.



DISCHARGE OPENING AREA in the bottom of Bessemer & Lake Erie's newest coal carrier totals 225 square feet.

Big new hopper car is designed to cut coal-hauling costs

The quick-unloading, 125-ton car, first on the B&LE to have power-operated doors, may be the model for a unit-train fleet.

In shaping the future of their coal handling, railroads are working with many new shapes and sizes of cars. One of the newest configurations, a 125-ton hopper, has been under test by the Bessemer & Lake Erie since February.

For maximum utility, this high-capacity, quick-discharge car would have to match the capabilities of the Bessemer's multi-million-dollar coal transfer and storage facility on Lake Erie at Conneaut, Ohio (RA, Feb. 22, 1965, p. 47). The big hopper's test runs have been bringing it into Conneaut regularly for unloading.

● **One of a kind.** So far, the new B&LE car is one of a kind. But it is the undisputed leader in size and capacity among the road's fleet of more than 7,500 hoppers. It is also the first on the Bessemer with power-operated doors.

B&LE is making no predictions about the car's future just yet. Whether or not it will be the prototype for a fleet of unit-train cars capable of being unloaded in minimum time will be based on further appraisal. In building the car unloader at Conneaut two years ago, however, the design called for a receiving rate of 3,000 tons per hour from conventional hopper cars and the ability to handle up to 4,800 tons per hour "if future changes in car design make the faster rate desirable."

● **Several years' efforts.** Design of a new B&LE hopper car has been under way for several years. The basic requirements were developed by Bessemer personnel. The design was then modified and refined for production by Greenville Steel Car which fabricated the prototype in its Greenville, Pa., plant.

Goal: Lower costs

The Bessemer, a pioneer in development of 100-ton hoppers, has now turned to the 125-ton car as part of its program for minimizing costs of transporting coal. The car has a volume of 3,950 cubic feet level full and is rated at 4,400 cubic feet with a 10-inch heap. Inside length is 52 feet; length over strikers, 56 feet 11 inches. All body components contacting the lading are Cor-Ten low-alloy, high-tensile steel. All strength members are low-alloy steel.

● **Quick discharge.** Particular attention has been given to rapid unloading. The discharge opening area in the bottom of the car is 225 square feet, compared with 43 square feet for an ordinary model. There are 12 power-operated longitudinal doors over openings which discharge between and outside, but not on the rails.

The car interior is arranged for uninterrupted flow of lading to the openings. End floors have 40- and 60-degree slopes. Longitudinal hoods and lower sides have 80-degree slopes.

● **Power operated.** At present, the power for operation of the doors is based on a hydraulic system with the pump and one-horsepower electric motor mounted on the car. B&LE designers emphasized that other devices could be substituted for doing this job.

The doors are normally locked and supported by 48 hooks and wedges. When the car moves over the unloading pit, the hydraulic pump is actuated to move three longitudinal bars which trip the locking wedges. The lading then pushes all the doors open and extends the pair of springs beneath each so that it is locked open until the car is completely empty.

A movement of the longitudinal bars in the opposite direction then releases the locking mechanism so energy stored in the extended springs can slam the doors shut. Continued movement of the bars pushes the hooks under the doors to support and lock them in their closed position. The entire operating cycle can be completed in a few seconds.

● **Less tare per ton.** The car has a light weight of 83,500 pounds, representing a lower tare per ton of capacity than earlier, smaller B&LE hoppers. The car is fitted with Wabco ABD air brakes and Wabcopac brake equipment. The 125-ton trucks have 7- by 12-inch roller bearings, 38-inch-diameter wheels, and 2½-inch-travel springs. The carbody is stabilized with special ride-control snubbers extending from truck frames to body side sills. ■

Expo cars get silent treatment

New ways of "breaking the sound barrier"—this time with rapid transit cars—were reported last week to members of the American Transit Association meeting in Montreal.

J. J. Heffernan, vice president of M. M. Dillon, Ltd., consulting engineers for the Expo Express, the rapid transit system that will transport visitors at Canada's Expo '67 world's fair, described some successful experiments aimed at suppressing noise.

Among them: use of acoustic fences along the right of way, acoustic blankets in stations, anti-vibration wheel coating and rubber pads between rails and tie plates to reduce noise, especially wheel squeal.

● **The existing problem.** Expo officials, in planning the fair, expressed concern that the surface rapid transit operation would generate objectionable noise, since the trains would pass close to many pavilions. Therefore, it was specified that effective noise suppression be incorporated into the system. Wheel squeal was one of the prime concerns.

"Since there are on the market visco-elastic compounds which are used to reduce vibrations in thin plates such as air conditioning ducts," explained Heffernan, "it was reasoned that the same product might be applied to a wheel with a similar effect."

Tests with several sound suppressing materials attached to wheels were conducted with the co-operation of the Toronto Transit Commission in 1965-66. They resulted in the adoption of a ring of "deadbeat" material covering the outside of the wheel to which was bonded a steel constraining ring.

"The results were most significant," said Heffernan. "The sound generated had none of the very objectionable squeal and, in fact, the noise could only be described as a low frequency grinding or scraping noise."

Measurements with the treated wheels showed readings of 82 decibels compared with 108 decibels for the untreated wheels.

Fences along the right-of-way are of heavy plywood, five feet high, with an inch-thick blanket of acoustic material, and are curved inward toward the train. In stations similar acoustic blankets are under platforms and between trains. ■

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We appreciate their recognition of our understanding the needs of both railroad management and brotherhoods so far as superior caboose building is concerned.

Other railroads that have consistently re-ordered International Caboose Cars include the following: *B&M, BRC, C&EI, CBQ, CNW, CRIP, D&H, EJ&E, GBW, GM&O, GN, GTW, LIRR, MEC, SAL, SP, SSW, TRRA, UP.*

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WATCHING **WASHINGTON** WITH WALTER TAFT

TAFT

THINGS WILL BE DIFFERENT—Transport interests afflicted with delusions that the new Cabinet-level Department of Transportation "won't really mean any changes" are due for quick cures in the opinion of Chairman William H. Tucker of the ICC. D.O.T., headed by Secretary Alan S. Boyd, got in business April 1. Its role, as Boyd has put it, is to make transportation safer, more efficient, more expeditious and more socially responsible.

Tucker's prediction that this will make a difference was in a forecast of what's ahead for transportation in the next 10 years. He considers it a low-risk prediction—because, if many changes are not wrought by D.O.T., the new agency "won't be doing the job which Congress intended for it." The ICC Chairman's comment came in a speech prepared for delivery March 31, in Berlin, at the Fourth Annual European Conference of the National Defense Transportation Association. He was unable to attend the Conference, so his message was delivered by the Commission's managing director, Bernard F. Schmidt.

MEANINGFUL LANDMARK—Tucker thinks enactment of the D.O.T. Act was Congress' most important action in the transportation field since 1887, when it passed the Act to Regulate Commerce (now Interstate Commerce Act). He thinks Congress thus told the people that phrases like "coordinated transportation" must now be more than just catchy combination of words—they "must be translated into tangible results."

This does not mean that the ICC Chairman looks for quick solutions of such transportation problems as those involved in improving safety and smoothing intermodal freight-interchange arrangements. He anticipates that the past practice of taking relatively small steps will continue—but D.O.T. will bring "better policy and planning guidance to speed our many small steps in more productive directions, and a sharper ability to anticipate transportation problems before they swell into crises and take early preventative measures accordingly."

MODAL THINKING WILL MODERATE — Looking ahead 10 years from this perspective, Tucker sees, first, the translation of the "hackneyed" phrase "transportation system" into "a definable, working frame of reference for carriers and shippers alike—just as Congress has intended." Spelling this out, the ICC Chairman spoke of a shifting of emphasis away from the carrier competition of today to "a new kind of competition." As his vision has it, this means that all interested parties "will find our language and actions becoming attuned to asking how we can get more out of transportation, instead of how we can get more out of trucks, or railroads, or ships, or air carriers."

REGULATION WILL REMAIN PURE—Tucker is not one of those who fears that D.O.T. may poach on preserves of the regulatory agencies. He does think, however, that the idea of a single regulatory agency should not be ruled out. Proposals to combine functions of the ICC, Civil Aeronautics Board and Federal Maritime Commission "will deserve serious consideration," he said.

Meanwhile, he also thinks D.O.T. will step up the federal government's participation in cases before the regulatory agencies. And he anticipates that the regulatory agencies will make more use of their general rule-making powers, thus relying less and less on the case-by-case approach to policy. Tucker has been a critic of the case-by-case approach, and his speech complained again that rule-making powers have been employed too hesitantly. Their real potential for policy definition will henceforth be manifest "with dramatic new effect," he said, adding that, 10 years from now, the case-by-case approach will be "more than ever an insupportable luxury."

LBJ hails new era for U.S. transport

Tasks of the new Transportation Department are described by the President as complex.

The new Cabinet-level Department of Transportation got into business officially on April 1 with a public ceremony on Washington's National Mall. Secretary of Transportation Alan S. Boyd, head of the new Department, was star performer at the ceremony which was held in connection with the Smithsonian Institution's annual Rite of Spring.

- **Boyd's busy day.** Theme of the Rite this year is "Pageant of Transportation." So the Pageant consists of exhibits of transportation equipment—past and present. Boyd opened D.O.T.'s day-long ceremonies with a tour of the exhibits, taking various rides, including a balloon ascension. He rounded out the morning with a news conference, and he joined in an evening reception at Smithsonian's Hall of Transportation.

The April 1 activation date was fixed by Executive Order 11340, issued by President Johnson. The brief order was accompanied by a statement wherein the President said the tasks of the new Department "are complex and difficult as they are challenging and important." He listed them as follows: to modernize and unify our national transportation policy; to bring greater safety to the travels of all American citizens; to apply the best of an expanding technology to every mode of transportation; to strengthen our partnership with state and local governments in meeting America's urgent transportation needs; to improve our transportation links with the rest of the world.

- **Assignment from LBJ.** "The country looks to Alan Boyd to set in motion the programs which will move us rapidly toward these goals," the President added. He also said: "The Executive Order signed today opens a new era for transportation in America.

It marks the beginning of a determined effort to achieve that transportation system which the America of today critically needs—and on which the productive America of tomorrow depends. The well-being of all Americans will be affected, directly and vitally, by the progress we make toward the goals which we have set."

Generally, D.O.T. has the executive transport functions formerly in various federal agencies. It has five major units —the Federal Railroad Administration, Federal Aviation Administration, Federal Highway Administration, Coast Guard and St. Lawrence Seaway Administration. It also has the Alaska Railroad, which it got from the Department of the Interior; but the Federal Maritime Administration was left in the Department of Commerce, and urban transit in the Department of Housing and Urban Development. Regulatory functions were left with the ICC, Civil Aeronautics Board and Federal Maritime Commission, but some functions of those agencies, including the ICC's safety functions, were transferred.

● **Boyd's team.** At his activation-day news conference, Boyd introduced the top D.O.T. officials who will work with him. These include Undersecretary Everett Hutchinson, former member of the ICC and more recently president of the National Association of Motor Bus Owners, and A. Scheffer Lang, who will be Administrator of the Federal Railroad Administration.

Senate must confirm

Lang and the other modal administrators are Presidential appointees requiring confirmation by the Senate. The Senate Commerce Committee has scheduled a hearing on the Lang appointment for April 18. No opposition is expected, so Committee clearance and Senate confirmation should come before the end of next week. Lang came to D.O.T. with the Department of Commerce's former Office of the Undersecretary for Transportation. There, he was deputy undersecretary, serving with Boyd who headed the office as undersecretary. Lang is a former railroader with service on the Rio Grande and New York Central.

● **D.O.T. priorities.** Boyd told his news conference that D.O.T. is going to "insist that all forms of transportation become safer and more reliable for the user, especially the passenger." The new Department will also promote integrated systems, and it will "encourage the transportation industry, in a selective expansion program to serve the predictably expanding domestic market."

Boyd went on to express his "full faith in the private enterprise, competitive system," and his desire that the transportation business "be, and remain, a profitable business for its owners." Here, the Secretary added: "For when it is, then fresh investment capital becomes available. And, representing the most important form of capital, our bright and ambitious young men and women are attracted to the field."

● **Some emotionally-charged questions.** Two days later, in a speech to the Magazine Publishers Association, Boyd pointed up his awareness of how some transportation policy questions are "so emotionally charged that right now no one wants even to name them in public, much less debate their merits." It is a "delusion," he said, to think—"as some observers keep insisting"—that all transportation problems can be solved "without hurting anyone."

While he is "not afraid to get anyone mad at us," Boyd does hope to work in consensus areas as much as possible. These are what he calls "wide areas of potential improvements which are not controversial, which hurt none and benefit all." His specific example was the "need for coordination of transportation service," and he noted again, as at his news conference, that D.O.T. will promote integrated systems by supporting containerization efforts of the transportation industry.

● **Safety era ends at ICC.** Meanwhile, the ICC went out of the safety business and lined up its organization for exclusive concern with economic regulation, as its announcement put it. The Commission and D.O.T. also signed a memorandum of agreement to assure continuity, liaison and coordination of functions transferred to the new Department.

The Commission's role in the field of railroad safety began in 1893 with enactment of the Safety Appliance Act. That applied principally to power brakes and automatic couplers. Later, of course, the Commission got authority over the safety of locomotives and signals, and hours-of-service and accident-investigation powers. The transferred functions also include authority to prescribe rules for transportation of explosives and other dangerous articles, and safety functions relating to trucks, buses and oil pipelines.

● **435 ICC employees transferred.** Ceremonies marking the transfer were held at the Commission March 31 when Chairman William H. Tucker paid tribute to the 435 employees involved. They represent about 17% of the Commission's total staff. ■

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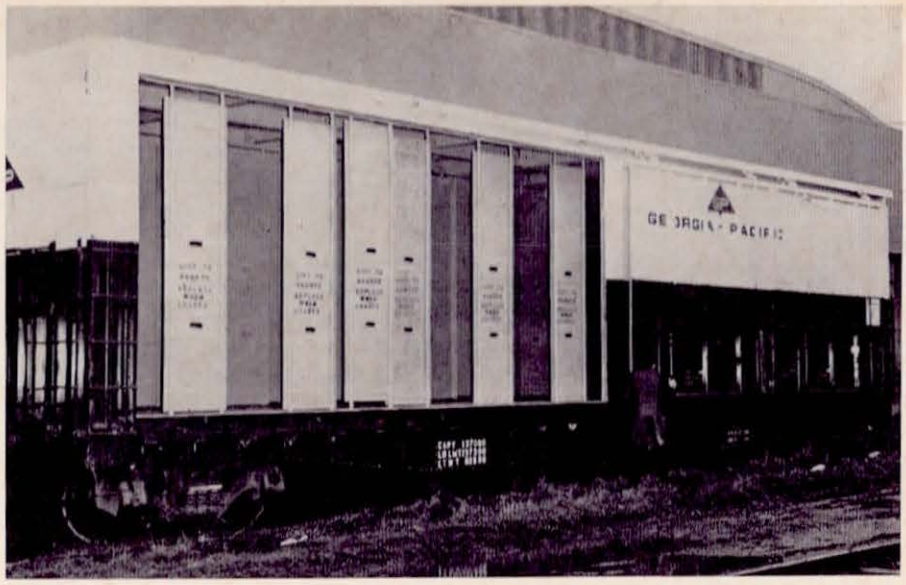
Circle 13 on reader service card

New ideas built into all-door car



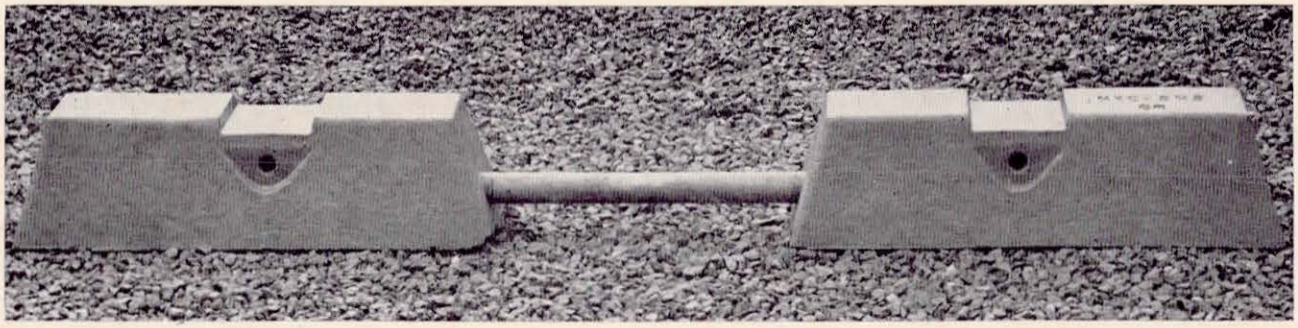
BUILT FOR LUMBER NEEDS, Georgia-Pacific's car has 137,000-pound capacity.

Georgia-Pacific's new all-door box car has four 12-foot plug doors on each side which slide on crossover tracks for positioning. The company believes this arrangement will eliminate door problems of earlier cars. The doors provide a 24-foot opening at either end or on center for fast, economical loading by lift truck of standard and long-length plywood, gypsum and lumber, as well as paper products. Mechanized handling is expected to save 3 1/2 to 4 hours loading and unloading time.

The 54-foot car was built at the company's Oregon Pacific & Eastern Railway plant in Cottage Grove, Ore. It is designed to meet transport requirements of G-P mills nationwide, reports John King, general traffic manager. To cut dunnage costs, G-P designers developed adjustable side wall fillers which prevent load shifting and contact with the doors.

In its first test run, the 137,000-pound-capacity car was loaded at G-P's Springfield, Ore., mill with 100,000 pounds of plywood for the company's Portland, Ore., distribution center.

A recent shipment to Elkhart, Ind., and handled by the CB&Q from Denver to Chicago, was reported on inspection to be in satisfactory condition. The car contained 1,150 pieces of 4 x 12 long-panel plywood (92,800 pounds) used in mobile home flooring. ■



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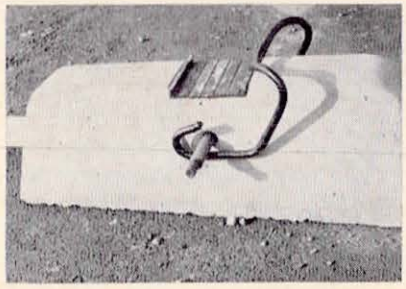

Available in the U.S. in both 8 and 8½-ft lengths, the SRS concrete tie utilizes the proven FIST rail fastening system, the ORIGINAL spring clip for concrete ties. The advantages include:

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Circle 11 on reader service card

Canada to raise rates selectively

Selective increases in railway freight rates for traffic carried within Canada under class and normal commodity rates were announced March 31. The increases are the first to be applied on this class of traffic since 1958.

The move is expected to yield some $13,000,000 in additional freight revenues this year. It will help offset higher material prices and labor costs. Under government wage awards and other recent union settlements Canadian railways face additional labor costs of more than $103,000,000 during 1967.

The rate adjustment, under tariffs being filed with the Board of Transport Commissioners in Ottawa, will go into effect May 4 on 15 railways in Canada, including the Canadian National and Canadian Pacific.

About one-third of all freight moved by railway between points in Canada is carried under class and normal commodity rates. For most shipments, the increases will range from a low of one-half cent to a high of 25 cents per 100 lb. The adjustments are designed so that long-haul shipments bear a proportionately lower increase than short-haul shipments.

Rate changes do not apply to export grain and flour, coal, coke, piggyback movements or international traffic. Also excluded are carload class and normal commodity rates on shipments to, from or within the territory covered by the Maritime Freight Rates Act.

Finally, the tariffs do not affect freight shipments carried by railway at competitive commodity rates or agreed charges. ■

Railway Age Index

The index to Volume 161, the latest volume of Railway Age, July-December, 1966, is ready for distribution, and copies may be had by those subscribers desiring them. Requests should be addressed to the Circulation Department, Railway Age, Emmett Street, Bristol, Conn. Subscribers who have in previous years made application for the index need not apply again. They will continue to receive it as long as they continue to subscribe.

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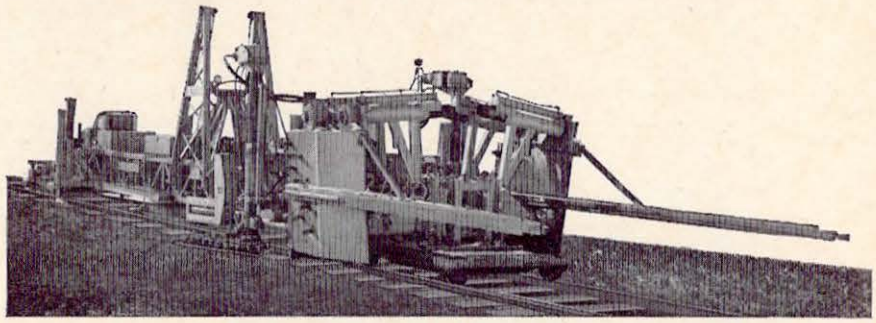

MANNIX UNDERCUTTER

Undercuts to desired depth and leaves track ready for slow order traffic, or can be used as plow or sled on single or double track. Its own power drives it to and from work and provides hydraulic power to jack up track, insert and remove undertrack equipment, remove undercut material or waste, knock off and eject ties, control cross level and depth of cut, align track and to set itself off on set-off rails provided. Removes ALL old ballast and undercut material without disturbing sub-ballast. Fewer men produce more footage with better results than ordinary methods and equipment.

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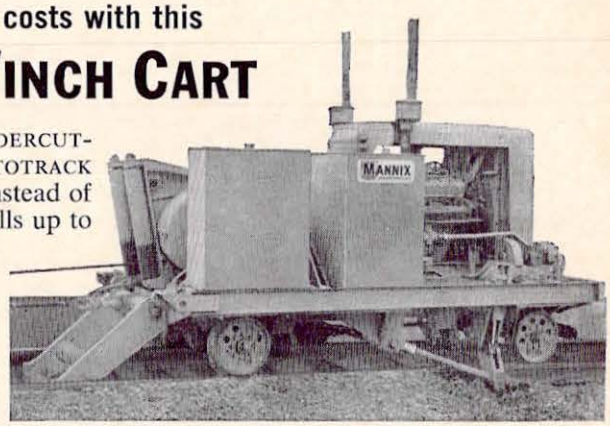
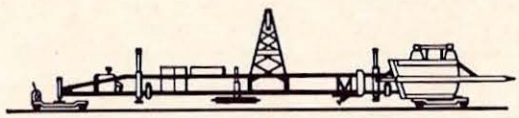


MANNIX AUTOSLED



Sleds ballast, removes ties and aligns track with 4 man crew. Hydraulic power jacks up track and inserts or removes built-in sled, removes ties, aligns track. Ideal for yards, branch lines, areas where undertrack equipment must be inserted and removed frequently.

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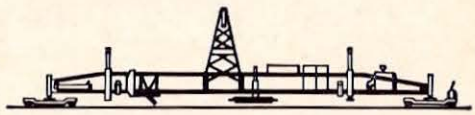

Plow or sled, remove ties and align track for slow order traffic with one pass of the MANNIX Autotrack. A few men will work more feet of track with more uniform results than a large crew using old equipment and methods.

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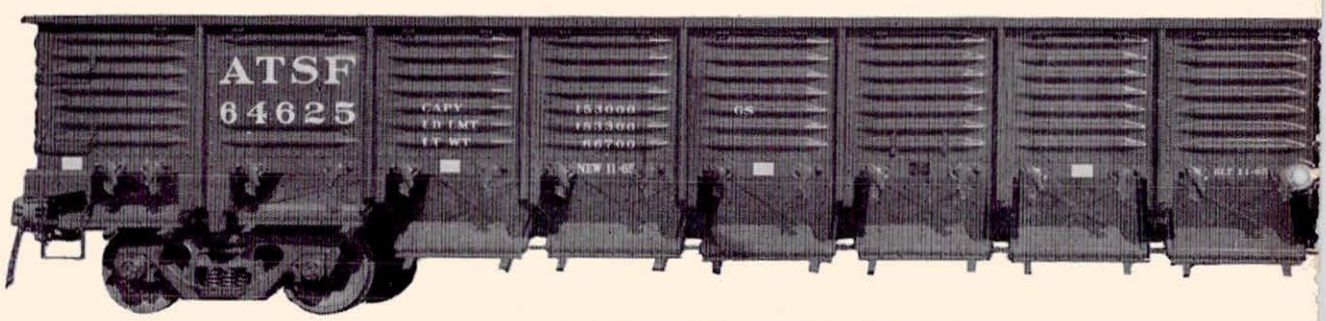
The Pennsy's all-weather gondola has Standard corrugated sides . . . Standard coupler release rigging and dreadnaught steel ends . . . Standard 3-piece removable roof with inspection hatch.

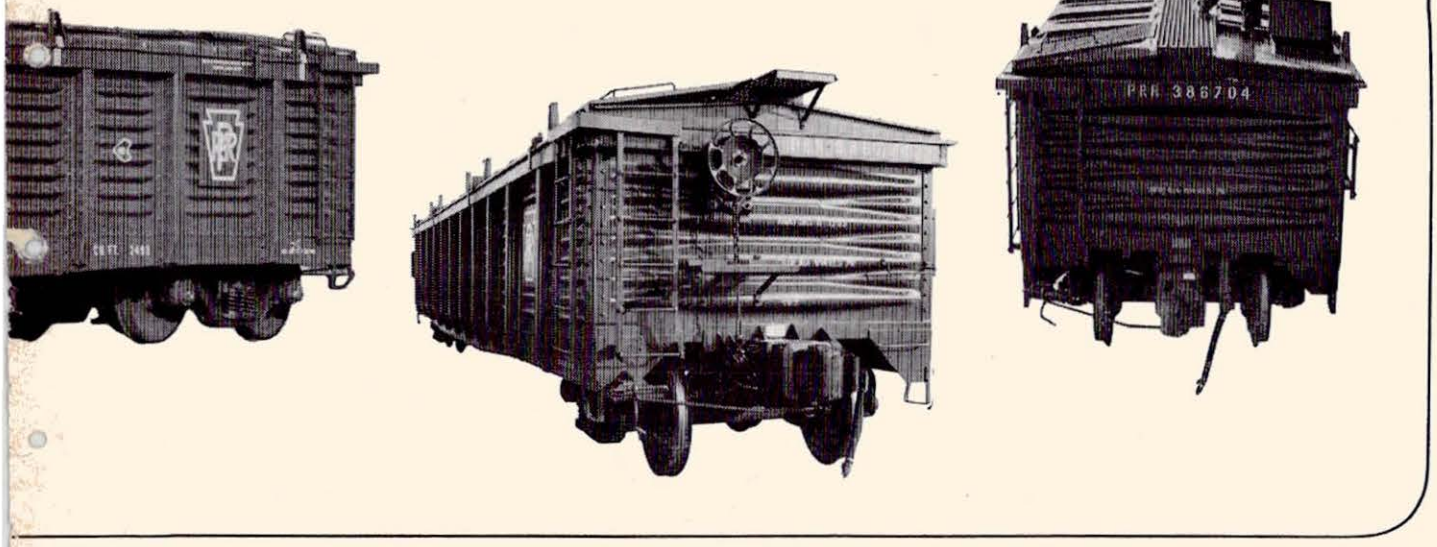
On these rugged new gondolas...

Quality parts are

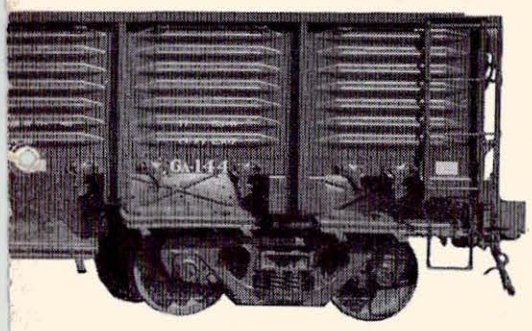


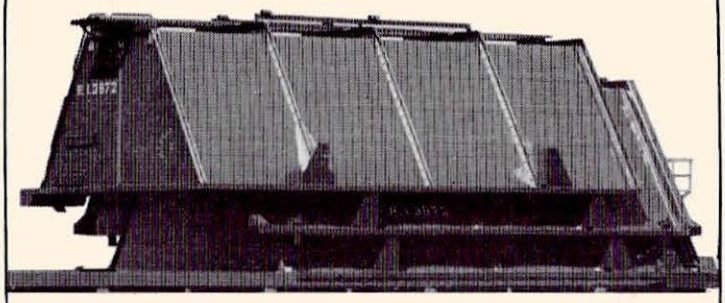
The Santa Fe's gondola is a car of many parts—corrugated sides, drop doors, corner posts, dreadnaught steel ends, coupler release rigging—all by Standard Railway Equipment.

Make sure of quality parts all the way—make 'em *Standard* equipment.
For information, please phone your Standard representative.



Standard equipment





The Rock Island uses this Standard Model 75 Roof to give boxcar protection to gondola cargoes. Removable roof stacks in three sections, has about 75% boxcar capacity.

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L&N

Frank H. Coyne
NP

W. R. Shannon
NP

J. R. Jones
Santa Fe

Denman K. McNear
SP

Lawrence E. Hoyt
SP

PEOPLE IN THE NEWS

LOUISVILLE & NASHVILLE.—Samuel A. Alward named assistant to vice president—accounting and taxation. He was formerly industrial marketing manager-railroads, **IBM Corp.**

MISSOURI PACIFIC-TEXAS & PACIFIC.—M. T. McClatchy appointed assistant superintendent cars, St. Louis.

W. D. Haller, traffic representative, Oakland, Calif., appointed general agent, Stockton, Calif., succeeding **J. R. Torbett,** who retired March 31, after almost 49 years with these lines.

MORRISTOWN & ERIE.—Albert K. Tobey has been elected board chairman, succeeding the late **Andrew L. Cobb, Jr. Daniel T. Lindo** has been elected board secretary, replacing Mr. Tobey.

NORFOLK & WESTERN.—W. C. Stevens, general manager, Pocahontas Region, Bluefield, W. Va., transferred to the Western Region, St. Louis, succeeding **E. W. Nixon,** who replaces Mr. Stevens at Bluefield.

Voyce C. Glaze, mechanical engineer, Roanoke, retired Feb. 28, after 45 years of service.

NORTHERN PACIFIC.—Frank H. Coyne appointed vice president-management services, St. Paul, Minn. He was formerly assistant general auditor, **Southern Pacific,** San Francisco.

W. R. Shannon, assistant general mechanical superintendent, St. Paul, named chief mechanical officer, succeeding **Jesse A. Cannon,** who retired March 31 after nearly 51 years of service.

PENNSYLVANIA.—David S. Greer, manager of stations—system, Philadelphia, appointed director of stations and highway services. He will be in charge of all PRR stations, TrueTrain (piggyback) and automobile terminals, and the road's relationships with railroad owned and independent motor common carriers.

ROCK ISLAND.—Vernon G. DeBar elected treasurer. Mr. DeBar, who was previously a member of the **Union Pacific's** treasury department, succeeds **Edward F. Wilkinson.** Mr. Wilkinson, formerly secretary and treasurer, will continue as secretary.

Conway E. Inglish, regional manager—freight sales, Fort Worth, Tex., transferred to Oklahoma City, Okla., a newly created position. **William E. Jones,** assistant regional manager, Chicago sales region, appointed to the newly created position of regional manager—freight sales, Houston, Tex. **B. G. Wright,** director of freight claims services, Chicago, appointed district manager—freight sales, St. Paul, succeeding **John D. Kirtley,** promoted to assistant regional manager—freight sales, Chicago. **Van D. Ostlind,** freight sales representative, Denver, appointed district manager—freight sales, Denver, succeeding **Walter P. Williams,** who replaces Mr. Wright as director of freight claims services.

ROCK ISLAND MOTOR TRANSIT CO.—George J. Krause named manager, national accounts, Chicago.

SANTA FE.—J. R. Jones, assistant to the general manager, Topeka, Kans., appointed assistant to vice president-personnel, Chicago.

SEABOARD.—Edgar H. Croom, assistant chief dispatcher, Savannah, Ga., named trainmaster, Richmond, Va., succeeding **Charles C. Taylor, Jr.,** transferred to Hamlet, N.C.

Thomas B. Hoey, customer service representative, New York, retired March 31, after more than 42 years of service.

SOUTHERN.—Alvin P. Perkinson, superintendent of terminals, East St. Louis, Ill., transferred to Birmingham, Ala., succeeding **James L. Eckler,** transferred to Memphis, Tenn. Mr. Eckler succeeds **Philip M. Tatum,** who replaces Mr. Perkinson at East St. Louis.

SOUTHERN PACIFIC.—Denman K. McNear and **Lawrence E. Hoyt,** assistants to the president, San Francisco, appointed vice presidents.

H. C. Tinney appointed administrative assistant, a new position.

G. Trabert named manager, equipment and miscellaneous accounting. Discontinued positions of auditor of equipment service accounts and auditor of miscellaneous accounts.

W. C. Neely, traffic manager-rates and divisions, Houston, retired March 31 after more than 47 years' service.

UNION PACIFIC.—Gerald E. Jensen, auditor of equipment service accounts, appointed assistant general auditor. **Donald J. Peterson,** director-COIN system, replaces Mr. Jensen, and in turn is succeeded by **Joseph J. Quinn,** assistant director-COIN system.

K. I. Jones, general superintendent, Eastern District, named assistant vice president-operations, Omaha.

WESTERN MARYLAND.—The divisional organization, Engineering Department, has been consolidated into a system office at Hagerstown, Md., where the following appointments became effective April 1: **C. L. Robinson,** engineer maintenance of way; **S. W. George,** engineer track; **C. M. Diehl,** engineer structures; **R. M. Johnson,** production engineer; **N. M. Tullis,** general supervisor; **R. V. Bowers,** engineer plans and surveys; **J. D. Reynolds,** office manager; **R. D. Delligatti, Jr.,** junior engineer. **W. B. Lee,** division engineer—Eastern, Hagerstown, retired.

J. H. Bloss appointed supervisor of work equipment, Maryland Junction, W. Va.

William P. Ringsdorf, assistant district traffic manager, Philadelphia, promoted to district sales manager there, succeeding **J. Paul Lynch,** who retired March 31, after 43 years of service.

A. R. Salvato, manager, mineral and timberlands, Thomas, W. Va., named coal traffic manager, Baltimore.

WESTERN PACIFIC.—M. J. Crespo, division engineer, Sacramento, Calif., named engineer maintenance of way and structures, San Francisco, to succeed **C. E. Elliott,** who retired March 31 after more than 44 years of service.

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MARKET OUTLOOK

Carloadings

Loadings of revenue freight in the week ended April 1 totaled 537,919 cars, the Association of American Railroads announced on April 6. This was an increase of 8,317 cars, or 1.6%, compared with the corresponding week last year; and a decrease of 4,175 cars, or 0.8%, compared with the equivalent 1965 week. Ton-miles generated by carloadings in the week ended April 1 are estimated at 13.8 billion, a decrease of 0.7% below the corresponding week of 1966, and 8.2% above the 1965 week.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, April 1

District	1967	1966	1965
Eastern, including Allegheny and Pocahontas ..	213,561	221,325	227,754
Southern	116,887	106,778	111,156
Total Eastern and Southern Districts	330,448	328,103	338,910
Northwestern .	58,645	68,303	60,163
Central Western .	108,695	110,952	105,167
Southwestern .	40,131	37,429	37,854
Total Western Districts	207,471	216,684	203,184
Total All Roads	537,919	544,787	542,094
Commodities:			
Grain and Grain products	46,746	53,237	49,116
Livestock	1,307	1,567	1,960
Coal	111,030	99,035	93,603
Coke	6,614	8,531	8,739
Forest Products	40,171	39,618	37,040
Ore	18,289	24,555	22,888
Merchandise l.c.l.	4,978	6,366	10,106
Miscellaneous .	30,784	311,878	318,642
Apr. 1	537,919	544,787	542,094
Mar. 25	529,602	571,095	534,565
Mar. 18	536,962	572,671	543,576
Mar. 11	521,632	557,600	548,736
Mar. 4	533,870	544,836	531,658
Cumulative total, 13 weeks ..	6,762,968	6,989,389	6,862,677
Estimated revenue ton-miles (billions) 12 weeks ...	175.8	178.0	162.6

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Mar. 25 totaled 23,660 cars, carrying 38,912 trailers, compared with 21,914 cars, carrying 37,194 trailers, in the corresponding 1966 week. Loadings for 1967 up to Mar. 25 totaled 267,179 cars, carrying 437,631 trailers compared with 249,576 cars, carrying 412,486 trailers, in the corresponding period of 1966.

IN CANADA—Carloadings for the seven-day period ended March 14 totaled 73,383 cars, compared with 71,611 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
March 14, 1967	73,383	26,970
March 14, 1966	75,938	28,118
Cumulative Totals		
March 14, 1967	724,128	258,219
March 14, 1966	749,985	264,036

FREIGHT TRAIN CARS

► *Canadian National.*—Has ordered 150 newly-designed cabooses from Hawker Siddeley Canada, Ltd., for delivery beginning in mid-June. The new cars are the result of four years of study, experiment and consultation between CN and the Brotherhood of Railroad Trainmen. The cabooses will have electricity, refrigeration, a hot plate, radio telephones and an incinerating toilet all operated by an axle-driven generator. A wide-vision metal and glass cupola will be located in the center of the car, instead of at the rear as in the older versions. New furniture and equipment will include upholstered swivel chairs with safety headrests, a chesterfield bed, two oil stoves, one equipped for cooking, a high-capacity water system for cooking and washing, and refrigerated drinking water. Interiors will be in bright, contemporary colors.

► *March Bad Order Ratio 0.3% Lower Than Last Year.*—Class I roads on March 1 owned 1,497,649 freight cars, 17,200 more than on March 1, 1966, according to AAR report summarized below. Bad Order Ratio was 0.3% lower than on March 1, 1966.

	March 1, 1967	March 1, 1966	Change
Car ownership	1,497,649	1,480,449	+17,200
Waiting repair	76,965	79,695	— 2,730
Repair ratio	5.1%	5.4%	— 0.3%

PASSENGER CARS

► *Massachusetts Bay Transportation Authority.*—Will order this year 72 cars with an option on 20 more for the South Shore extension to the Cambridge-Dorchester line. The cars will be 69½-ft long, air-conditioned, have top speed of 74 mph, and will have trucks of cast-steel construction.

NEW FACILITIES

► *Louisville & Nashville.*—Major projects include completion of a new steel and concrete bridge across Bay St. Louis, Bay St. Louis, Miss., at a total cost of $4,984,000 (RA, April 11, 1966, p. 33); construction of approximately four miles of track from Vredenberg to Hybart, Ala., $525,000; improvement of Sibert Yard, Mobile, Ala., $546,592; relocation of mainline track near Shellmound, Tenn., made necessary by dam construction, $482,392; and improvement of piggyback facilities at Tilford Yard, Atlanta, $362,500.

► *Western Pacific.*—Will replace 15.1 track miles of main track 100-pound rail near Stockton, Calif., with 136- and 119-pound continuous welded rail, including 2-inch ballast cushion, at a total estimated cost of $967,300. Work will be done by company forces, April through August. WP will also replace 5.4 track miles of 112- and 119-pound rail in main track curves at various locations with 119- and 136-pound rail in 78-foot lengths, at a cost of $354,800. Work will be done by company forces, June through September. In addition, 1967 will see completion of a project begun in 1965 to convert separate single-track lines of WP and Union Pacific to double-track, paired operation between Salt Lake City and Garfield, Utah. This project, involving a two-mile line relocation made necessary by new highway construction, will include construction of highway overpass structures and will cost about $2,750,000, to be borne by governmental agencies.

YOU OUGHT TO KNOW

Scott to head Budd: Edward G. Budd, Jr., retired last week as chief executive officer of the Budd Company, in accordance with the firm's retirement policy. Full executive responsibilities are being consolidated in the office of the company's president, Philip W. Scott. Budd, whose career with the company began in 1923, will remain as a board member. He also continues his term as board chairman.

Incentive rates from RI: Rock Island plans to make effective a new kind of export grain rate on wheat, corn and milo—with the twin aims of providing lower transportation costs and improving car supply. The new incentive rates, involving various forms of volume shipment, limit loading time to 24 hours and unloading time to 48 hours. They're being proposed in lieu of a car-reservation-and-incentive-rate plan announced last November and later abandoned in view of conflicting interests in the grain trade which, RI says, led to suspension of the proposal by the ICC.

C&O-B&O earnings down: Severe winter weather and high labor costs are blamed for a drop in Chesapeake & Ohio - Batimore & Ohio first quarter earnings. The roads reported last week that the three - month earnings amounted to $10.5 million, compared with $11.6 million for the comparable period last year. Gross revenues for the first quarter were $195.5 million, up from $190.6 last year. Despite the '67 earnings record thus far, the roads expect the first half to be "as good as, or better than," the first half of 1966 when consolidated net income was $29 million.

IEEE/ASME Railroad Conference: "Design for Rail Progress" will be the theme of the tenth annual joint Railroad Conference scheduled for April 25 and 26 at Erie, Pa., and sponsored by the Institute of Electrical and Electronics Engineers and the American Society of Mechanical Engineers. In addition to 12 technical presentations covering current rapid-transit and main-line railroad topics, two speakers will discuss industry futures. "New Horizons in Rail Technology" will be the subject of E. J. Ward, director of engineering research and development, U.S. Office of High Speed Ground Transportation. O. E. George, vice president, Detroit Edison, will speak on railroad electrification as it is viewed by public utilities.

International research forum: The Canadian Transportation Research Forum is planning a joint annual meeting in Montreal Sept. 6-9 with the Transportation Research Forum of the United States. A number of foreign representatives are expected to attend the session, which will be held during the run of Canada's world's fair, Expo '67. The program will include discussions of marine nuclear power, containerization, railroad automation, high-speed intercity ground transport, the intercity road carrier, transit, air passenger and cargo operations, and pipelines.

Safe transit meeting: The National Safe Transit Committee, Inc., is planning its third annual conference for Miami Beach, Fla., May 16 and 17. A number of railroad officers will be on the varied program, which will be of interest to merchandisers, package suppliers, product manufacturers, carriers and insurance companies.

Leasing plan for car weighing: Railweight, Inc. has announced that it plans to set up a leasing program for its coupled-in-motion weighing systems for use by railroads and private industry. The company expects to spend more than $1 million establishing 50 leased facilities around the nation. Under the plan, the company said users will be able to have the services of the system at a total cost, including rent, of less than 50 cents per car weighed.

Truck tonnage: Intercity truck tonnage in the week ended March 25 was 4.3% below the previous week, and 7.5% below the volume in the corresponding week of 1966, according to American Trucking Associations.

Current statistics

Net Income	
12 mos., 1966	$902,000,000
12 mos., 1965	815,000,000
Carloadings, revenue freight	
13 wks., 1967	6,762,968
13 wks., 1966	6,989,389
Freight cars on order	
Feb. 1, 1967	51,450
Feb. 1, 1966	45,754
Freight cars delivered	
1 mo., 1967	7,217
1 mo., 1966	7,724
Serviceable cars	
Feb. 1, 1967	1,421,406
Feb. 1, 1966	1,400,413

SUPPLY TRADE

Charles B. Fletcher, assistant advertising manager, **Gustin-Bacon Division** of **Certain-teed Products Corp.,** Kansas City, Mo., has been promoted to manager of advertising and sales promotion.

Jack Adams has been appointed marketing specialist—railroad brushes, **Speer Carbon Co.,** division of **Air Reduction Co.,** St. Marys, Pa. He will be responsible for servicing all railroads west of the Mississippi River. Mr. Adams was formerly a service department field representative, Electro-Motive Division of General Motors.

Jack L. Rosenfeld has been named to the newly created position of executive vice president, **Berwick Forge & Fabricating Corp.,** Berwick, Pa. **E. H. Kussrow,** general manager, has been named vice president—manufacturing. **R. P. McBride** has been appointed to the newly created position of vice president—finance. Mr. Rosenfeld was formerly assistant to the president and general manager, Erie Forge & Steel Corp., Erie, Pa. Mr. McBride has been secretary-treasurer of Berwick Forge and will retain the duties of secretary.

W. R. Olsen, vice president—corporate planning and employee relations, **Anaconda Wire & Cable Co.,** New York, has been elected vice president—sales, succeeding **A. H. Leader,** who has been elected administrative vice president. **W. J. Plate** has been elected vice president, Wire and Cable Division.

Griswold Signal division of **Railroad Accessories Corp.** has recently moved to a new 115,000 sq ft plant at Fridley, Minn. Address is 4650 Main St. N. E., Minneapolis, Minn. 55421.

C. B. Fletcher
Gustin-Bacon

Jack Adams
Speer Carbon

Jack L. Rosenfeld
Berwick Forge

W. R. Olsen
Anaconda

Bert Pyke, Ltd., Oshawa, Ont., has appointed the following sales representatives in their respective territories: **Eastern Railway Supplies,** New York, and **Stanley H. Smith & Co.,** Cleveland, Ohio. In addition, Eastern Railway Supplies has been appointed national representative for the United States.

Marquardt Corp. has formed an industrial products group with headquarters in Pomona, Calif. **H. F. Goelzer** is general manager. **E. R. Zebe** has been named group marketing manager with headquarters at the **R. W. Neill Co. Inc.,** plant in Chicago. **W. P. Montague** is general manager of the Pomona division of the group, which manufactures highway grade crossing controls. **T. J. McGuire** is general manager of the Syossett division, which was the electronic portion of General Applied Science Laboratories. **Robert M. Peters,** formerly general manager of the **Electronic Communication Equipment division of Western Industries Inc.,** has been appointed vice-president, operations of **R. W. Neill Co.,** a member of Marquardt's industrial products group.

Controlling interest in the **Adams & Westlake Co.,** Elkhart, Ind., has been acquired by **Allied Products Corp.,** Chicago. Acquisition by Allied of 88% of the issued and outstanding stock of the 110-year-old manufacturing firm was announced by **S. S. Sherman,** president of Allied.

James R. Clark has been named assistant to the director of advertising, **Symington Wayne Corp.,** Salisbury, Md. Mr. Clark was formerly advertising and sales promotion manager, Hutchens & Son Metal Products, Springfield, Mo.

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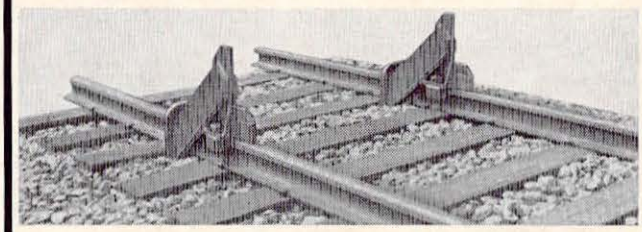

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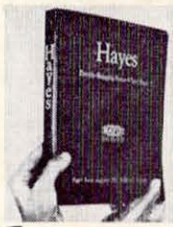

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Hayes Track Appliance Co.

RICHMOND, INDIANA 47374

Circle 16 on reader service card

LETTERS FROM READERS

Rail-auto service

Livermore, California

To the Editor:

Your article on European rail-auto service [RA, March 13, p. 24] brought to mind previous Railway Age articles discussing the possibility of similar service in the U.S. I have a somewhat different proposal which I feel might be attractive in a country abounding in automobiles and airports.

Suppose a traveller could fly between two major cities and have his car shipped by rail at the same time. His car could be left at the airport, or railway station, a day or more before his flight and would be waiting at the airport when he landed. On the return trip he would leave his car at the airport at departure time and pick it up a day or more after his arrival. For the many families with two or more cars, the loss of one for a few days is little inconvenience. To make such a package attractive, the customer should have to deal with only one ticket agent.

This proposal should involve little investment in new equipment or facilities and might be a good way for railroads and airlines to join hands and pick up some of the 90% of passenger business which now goes by highway.

James D. Quigg, Jr.
Lawrence Radiation Laboratory

Climbing wheels

Denver, Colo.

To the Editor:

I was very pleased to read Mr. G. M. Magee's "Why this wheel wants to climb the rail" on page 19 of Railway Age for March 6. Although the article did not mention the possible generation of loose wheels and broken flanges due to high lateral forces, it is my opinion that no small number of such effects originate at those times.

Our records of detection of loose wheels and broken flanges go back for many years. Roads with steep grades, sharp curves and heavy dynamic braking seem to have more than their share of such defects.

We can detect most loose wheels at any speed, but our present broken-flange-detecting system is limited to 30 mph.

I wish to congratulate you on your editorial, "It can't happen here" (March 6, p. 50). I have never read anything in any magazine that hits the nail so squarely on the head.

M. W. Gieskieng
President
WHEEL CHECKERS

Training engineers

Weirton, W. Va.

To the Editor:

This is a somewhat belated comment on the article, "How the L&N trains engineers" which appeared in the Dec. 19/26, 1966 issue of your publication.

We began training our own diesel-electric locomotive engineers back in 1963. To date, we have trained five groups comprising 26 men, one of them a young man from our clerical staff. We train on company time for 13 weeks, five days a week, eight hours a day, with suitable breaks.

While we began this program with some misgivings back in 1963, we now feel we could not do without it. All 26 men trained have been and are now (or will be when the ore season starts again in April) at the throttles of our locomotives on regular assignment. There have been no complaints.

L. C. Carte, Superintendent
Transportation Department
Weirton Steel Co.

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(RA 47)

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Cartoon by Charles Schulz

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VIEWPOINT

What's that again, Mr. Boyd?

Being in the transportation publishing business, we were especially interested in a speech that Transportation Secretary Alan Boyd made the other day before a joint session of the Magazine Publishers Association and the American Society of Magazine Editors.

"I might observe," said Mr. Boyd, "that the marketing problems of publishing and transportation are surprisingly similar. I am told that most periodicals would go broke if they had to survive on subscriptions and newsstand sales.

"Parts of the transportation industry have the same difficulty. Most U.S. railroads would fold up if they had to depend on passenger fares alone. So would our ocean liners.

"You can make the following generalization: What advertising revenue means to the magazine business freight revenue represents to the older transportation modes."

We find this generalization troubling. At best, it is an over-simplification—and we like to think that Mr. Boyd, in seeking to establish some common ground with his publishing audience, simply stretched a point too far. But since his analogy reflects a common misconception of the relationship that exists between the freight business and the passenger business, it requires examination.

Soak the shipper?

It is true, as Mr. Boyd said, that most periodicals cannot meet their production costs solely from subscription revenues. The advertiser helps to pay the costs of the product in which he buys space, and he does so knowingly. Similarly, the shipper pays the costs of operating the freight train in which he buys space to ship his goods.

But the mixed train is a thing of the past, and by no stretch of the imagination is the shipper buying space in a passenger train. Should he, therefore, be required to help pay for its operation?

How long would the truckers stay in business if they were required to operate passenger buses at a loss—just because trucks and buses move over the same highways?

In an earlier talk, Mr. Boyd listed some of the objectives of the new Department of Transportation, among them the following:

"Having full faith in the private enterprise, competitive system, we want the transportation business to be, and remain, a profitable business for its owners. For when it is, then fresh investment capital becomes available as needed from private sources."

Saddling freight trains with the costs of operating uneconomic passenger trains is hardly, we suggest, the way to keep railroads competitive in the free-enterprise arena.

What D.O.T. can do

There are many more businesslike ways in which Mr. Boyd and his colleagues at D.O.T. can help the railroad passenger, and we hope and expect that these will be fully explored.

For example, mail does go by passenger train, not by freight. Present government policy has had the effect of shifting mail from rail to highway carriers, not always with any discernible improvement in service. In many cases, when the mail has been taken off, the train has had to be taken off also. If the government is really interested in preserving railroad passenger service, why isn't the Post Office Department notified?

An even better approach is to find out which passenger-train services are indeed essential to the public, and to work toward strengthening and keeping these services.

As Erie Lackawanna Chairman William White put it in a recent letter to stockholders, "We don't expect the new Department to advocate any advantages to the railroad industry, but we certainly have a right to hope that it will advocate the correction of disadvantages."

One disadvantage has been the assumption, at several levels of government, that railroad shareowners and railroad shippers are obligated to subsidize services for which there is no longer economic justification.

We ardently hope that Mr. Boyd's fallacious, if well-intentioned, analogy will not control his department's thinking on this subject.

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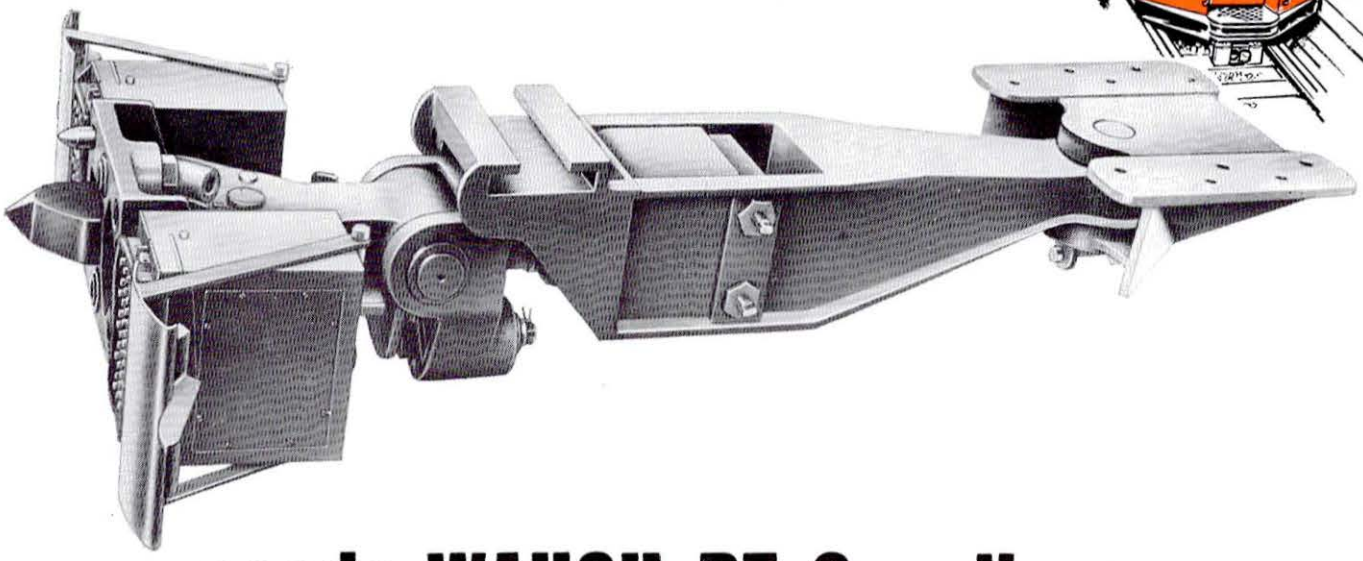

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